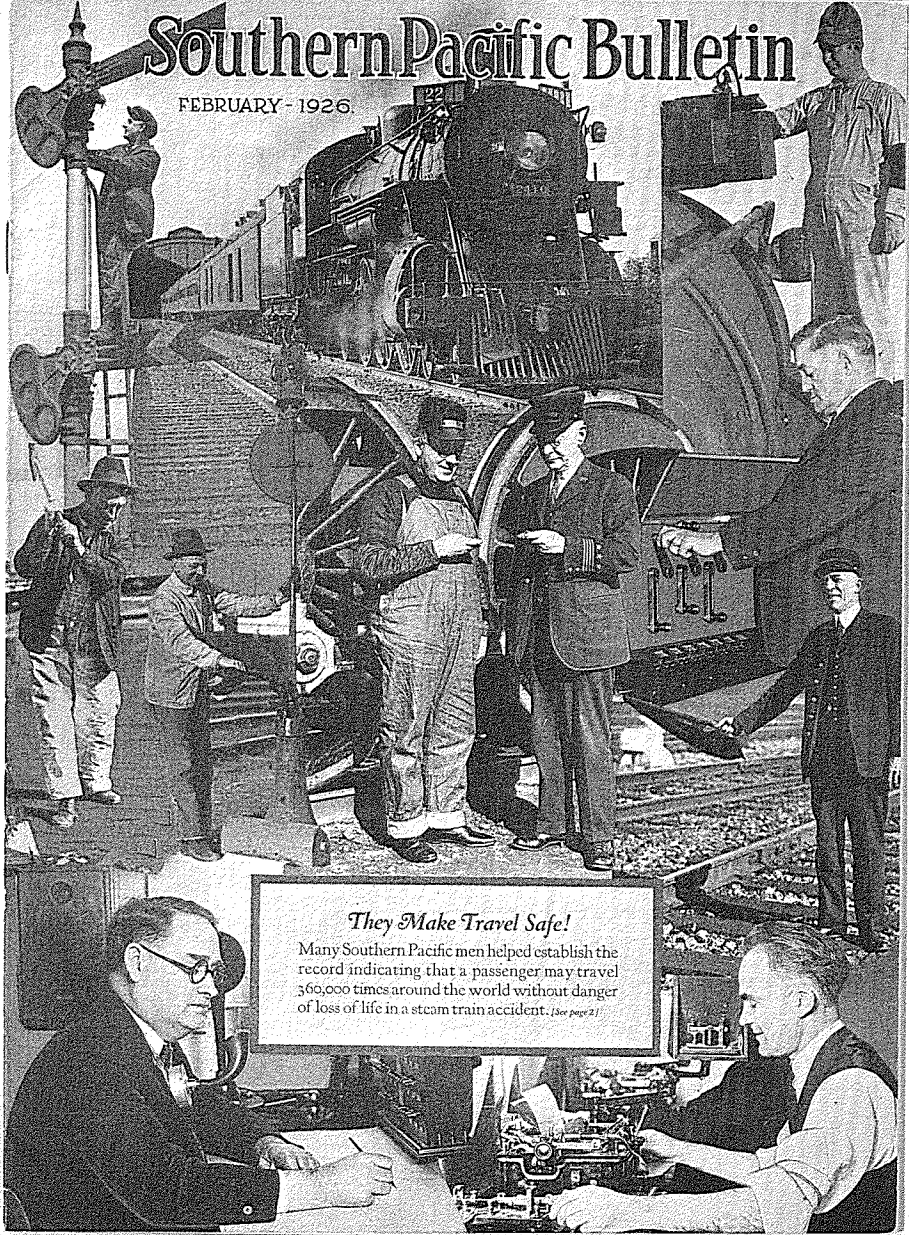


Southern Pacific Bulletin

FEBRUARY - 1926



They Make Travel Safe!

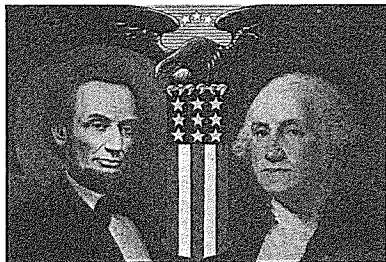
Many Southern Pacific men helped establish the record indicating that a passenger may travel 360,000 times around the world without danger of loss of life in a steam train accident. [see page 2]

Southern Pacific Bulletin

K. C. INGRAM, Editor

Published monthly by Southern Pacific Company Bureau of News, in the interest of and distributed free to active and retired employees. Signed contributions are invited and should be addressed to the Editor, Southern Pacific Bulletin, 65 Market Street, San Francisco, Cal. Manuscripts and photographs will be returned if requested.

VOL. XVII FEBRUARY 1926 NO. 2



IN this month fall the birthdays of America's national heroes, Washington and Lincoln. These two—entirely different in their origin and background, Washington, a man of wealth and position, and Lincoln, a self-taught rail splitter—symbolize America's great ideal of Liberty.

This is the land of freedom. Our people desire as complete liberty for the individual as is possible under organized society. We want to be free to work out our own personal destinies and fortunes, being assured that pluck and perseverance, backed by common sense, will be rewarded.

No plan of government that reduces its citizens to a drab and hopeless mass or that limits the horizons of opportunity will ever arouse enthusiasm among Americans.

Every youth wants to be left free to take a hand in the big game where undaunted spirit and unremitting energy, guided by a clear brain, will win a worthwhile prize for any player, and may, if each opportunity be pressed with boldness and keen judgment, lead to the very highest of prizes.

Liberty and freedom of opportunity—America thrills to that ideal!

The fields of science, art, politics and business challenge every American to try his skill, to match his brain, his resourcefulness and bravery of spirit against all others who care to enter the lists.

Here is opportunity for high adventure! Let us not forget the men who made it possible.

"Something this country needs is a disarmament movement aimed at the one-hand driver who shares the front seat with a cutie."—Detroit News.

"In doing business with our patrons under any circumstances, be careful and let us follow the simple rules of business etiquette; namely, kindness, patience and civility."—C. L. Herbst, agent Los Angeles local freight station.

Table of Contents

Fifty Years at the Throttle.....	By E. Heath	3
Guy V. Shoup Appointed General Solicitor.....		6
Review of Railway Operations in 1925.....	By J. H. Parmelee	7
Hand Tools Are Cause of Many Injuries.....	By F. Butterfield	8
Honor Roll Claims Sixteen Veterans.....		9
Traffic Men Hosts at L. A. Good Will Dinner.....		10
Smile! And the Travelers Smile With You.....		11
How Automatic Train Control Operates.....	By R. D. Moore	12
Young Railroaders Have Bright Future.....	By C. E. Hardy	13
S. P. Music Clubs Plan Busy Season.....		15
Recent Leaders in Fuel Oil Saving.....		16
Keen Interest Taken in Safety Work.....		16
Portland Division Leads Business Getters.....	By J. F. Myers	22

COVER ILLUSTRATION

THE cover illustration this month shows a few of the Southern Pacific family who helped establish the company's remarkable safety record. Space limits use of photographs of representatives of all the crafts who participated in making the safety record. Those shown on the cover are J. S. Abate, locomotive engineer; F. Ackerman, conductor; E. Fitzgerald, flagman; W. G. Guidice, fireman; H. C. Clark, signalman; George H. Barnes, dispatcher; L. L. Brewer, telegraph operator; K. Chambers, switchman; George Purrington, towerman; P. D. Fannon, bridge and building carpenter.

A report just made by R. J. Clancy, assistant to general manager, shows that since November 30, 1919, Southern Pacific steam trains have carried without fatality more than 260,000,000 passengers nearly 9,000,000 passenger miles, establishing a factor of safety indicating that a passenger may travel on the Southern Pacific a distance equivalent to 360,000 times around the world without danger of loss of life in a steam train accident.

The photographs on the cover were made by J. J. Morris, associate editor, Bureau of News.

Editorials by S. P. Employees

TAKING too much for granted is the cause of a majority of accidents. Orders and rules should be followed rigidly; and the "voice" of the block signal heeded faithfully. Too many motorists just take it for granted they can make the crossing; but the race is a tie. Don't take anything for granted, especially when you are responsible for the safety of others.

By W. C. Hulborn, labor foreman, Roseville.

DON'T lack initiative; and don't depend too much on the man in charge. Do some thinking yourself. Try to make conditions more pleasant for yourself by working by being congenial and thoughtful of their welfare. If you fail to exercise your best efforts you will be a failure. Each individual is his own paymaster.

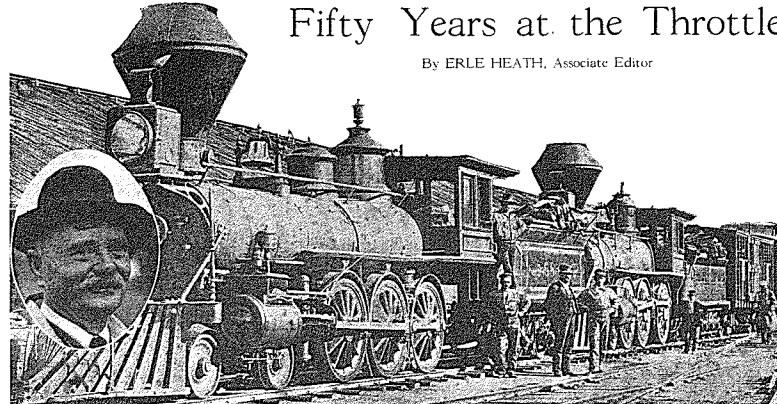
By W. J. Bell, clerk, Los Angeles Freight Office.

I ADMIRE the man who considers his organization, outfit, sewer digging gang, or whatnot, the best aggregation in the world. As long as he is a member of the "family" circle, fault-finding and dissension is as injurious to himself as the organization. Loyalty to your organization is loyalty to your job. If you don't like your job, then for your own sake find another field for your endeavors.

By C. Malachukowicz, agent, Caliente.

Fifty Years at the Throttle

By ERLE HEATH, Associate Editor



This picture was taken fifty years ago just a few months before Charlie Trott became an engineer. He is shown standing in the cab of the old Peepoo No. 64. Below him are Engineer Theo. Burt, Conductor Joseph Calderwood and Engineer Chas. Clark. The car in the rear of locomotive No. 136 is not a cattle car, but a ventilated fruit car of that day.

WHEN Charles C. Trott, locomotive engineer on Sacramento division, stepped down from the cab of locomotive No. 1453 at Sacramento roundhouse, December 30 after train No. 55 in from the round trip to Gerber, he brought to a close a career of 56 years 2 months service on Southern Pacific Lines. All of this service was spent on Sacramento division and for half a century he was in the cab as an engineer. This is believed to be a world's record for continuous service in this branch of railroad work.

Engineer Trott now takes a place on the honor roll of pensioners. His long service record is exceeded by that of only one living veteran, Patrick Sheedy, formerly superintendent of motive power at Los Angeles, who was with the company three months longer than Trott. Only two other engineers, Charles H. Ball and James Jefferson, were in the service more than fifty years.

Seventy years have been kind to Trott. He looks to be many years younger. As he sat in the cab of No. 1453 waiting for the signal from Conductor Wm. Schwab to start on his final run, his hand was as steady and his eye as clear as most of the younger engineers.

Not Anxious to Quit

"It wasn't what you would call a moment of joy," said Trott. "I had been working for the railroad since I was fourteen years old. Riding an engine was just to my liking and I didn't look forward with a great deal of pleasure to leaving the job. It's going to be hard to get used to a new route, but I expect something will turn up to keep me from 'going stale.'"

All along the line from Sacramento

to Gerber the news passed that Charlie Trott was making his last run. Charlie was known everywhere. He had been on the choice valley run for sixteen years. At every stop, from the first at Roseville until he got back to Sacramento in the evening, he met with congratulations and well wishes. This last trip was no "dinky" run, such as some veterans finish their active service on. In spite of his age Trott was still capable of handling any run on the division. On his last round trip he made the 251 miles in 7 hours 40 minutes running time, including 31 stops, four of which were from 10 to 12 minutes each.

Next morning Charlie was back at the roundhouse to "close up" his affairs. To Fireman "Mike" Gleason he gave his gold cap badge with the two stars given him for his fine work in fuel oil saving. The coat he wore when on duty went to Engineer "Spark Plug" Felham, and his hat to Engineer "Buddy" Jeardau. Another hat was given to Hiram Ford, helper who sets wedges, and a pair of gloves to "August" Bryant, air brake inspector.

A Tribute

By A. D. WILLIAMS
Supt. of Motive Power, Sacramento

CHARLIE TROTT is a man who faithfully and efficiently performed the task assigned him; one who keenly enjoyed his work and one who could be depended upon in every emergency. It is expected and hoped that he will long enjoy the rest to which these many years of active service entitle him.

Younger men in the service like to have a keepsake from a retiring veteran. Engineer Al Brown will have Charlie's old locker at Gerber.

Pasted on a window in the office of Roundhouse Foreman Bellhouse is a letter from Trott thanking his fellow workers for the large, overstuffed chair presented him Christmas Eve by a committee of veterans still in the service. The gift carried a message of camaraderie born of years of friendly association. Trott's letter is one of heartfelt appreciation.

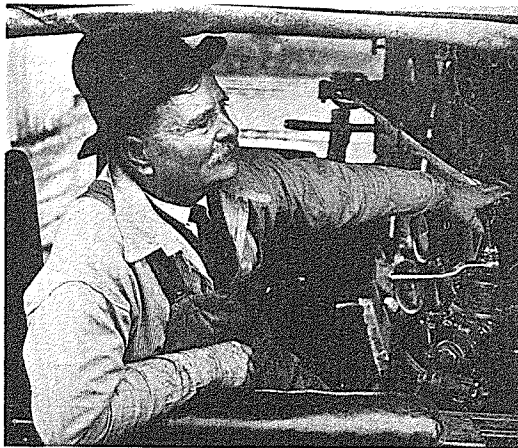
Started When a Boy

Charlie Trott went to work as a boy for the Central Pacific at Rocklin. His parents had moved there from Volcano, Amador county, Cal., a few years after Charlie was born December 10, 1855. Rocklin was a busy railroad point at that time. It was here that young Trott saw his first locomotive. The little, puffing wood burners seemed wonderful to the boy. They were so bright and shiny in their ray colors and brass trimmings. He persuaded his father to let him quit school so he could become a railroad man.

Master Mechanic M. W. Cooley, who is now 84 years old and living at Santa Barbara, put Charlie to work in November, 1869, cleaning the little engines that were so fascinating to him. That was just a few months after the first transcontinental railroad was opened for travel. Thomas O'Connell, retired engineer living at Sacramento, who was a fireman then, likes to tell how he first remembers seeing Charlie Trott scampering to work at Rocklin with a bun in one hand and holding his breeches up with the other.

A little over two years passed before Charlie realized the first step in his ambition. He was given a seat in

After Reading Your Bulletin, Pass It Along



Trott, seventy years young, sitting in the cab of No. 1453, the locomotive used on his last run out of Sacramento.

a locomotive as a fireman. It was one morning in April, 1872, that he started out of Rocklin with Engineer Jim King on the old "Bison," locomotive No. 57. But his first trip was destined not to be a long one. The locomotive went about ten car lengths and was derailed because a stub switch had been left open. Young Trott then had his first experience at a real hard job. There were no injectors on the locomotives in those days and no way of getting water into the boiler when the locomotive was standing still. Charlie had to pull the burning cord wood out of the fire box, stick by stick. He admits it was some task.

A year later he was given a switch engine in Rocklin yard and was an engineer for several months. Then he went back to firing. He also worked as machinist helper for a while.

Burn 20 Cords of Wood

"There was nothing easy about a fireman's job in those days," recalls Trott. "The engines were all wood burners and on a round trip from Sacramento to Truckee about 20 cords of wood had to be loaded on the tender and in turn shoveled into the firebox. There was no time to loaf for the fireman. He could always be busy polishing the engine. I mean the whole outside of the engine, not just the brass trimmings. Some engineers would run their hand over the frame to see that all dirt and grease was gone. I have known firemen to be called back to the roundhouse to clean off some spot of dirt the engineer or foreman found."

"I don't remember ever being called back. I wasn't perfect in my work. I made mistakes then, just as in the

years since, but I have always tried my best to do the right thing. A job worth having is worth taking care of. That has been my theory. Back there in the early days I took care of the engine cleaning just as earnestly and conscientiously as I have watched my engine and tried to follow orders and rules since I started pulling trains over the main line.

"Locomotives certainly have grown in size and power in fifty years. Why, the old 'Bison' had 18-inch cylinders, four-foot drivers and weighed about 35,000 pounds. Today the most modern Southern Pacific locomotives have 29½x32-inch cylinders, five-foot 3½-inch drivers, weigh 640,200 pounds and are ten times as powerful as some of the locomotives of my early days. What an improvement it was when air brakes came into use. Still, the early day brakemen were very skillful and they 'pulled down' a freight train so that it could be stopped almost as smoothly as it is done today.

"One of the funniest experiences I had while firing was with Engineer Provo, a Frenchman. That is, it seems funny to me now, but at the time it was far from humorous. There were no water glasses or injectors then. The pump worked by means of a connection to the cross head. Provo would invariably forget to shut off the pump when we struck a grade, with a result that water and mud would spout out over the engine. 'Well, Charlie, you better get out and wipe 'er off,' he would say. It was humiliating to me to have to do this clean-up job while out on the line. Other firemen joked me about it. I transferred to another engine the first chance I had."

Charlie was 21 years old when pro-

noted to engineer in April, 1876. For several months he had a switch engine at Rocklin. Then he was given the locomotive "Dragon" No. 74 and went out on the main line in road service. He alternated in helper and switch service at Truckee and Rocklin until April, 1882 with exception of a couple of months work at Sacramento shops late in '79 when business was slack. Illness caused him to take out a leave of absence in 1885. He returned to his engine at Rocklin in July, 1886, and remained in continuous service on Sacramento division until retired.

"We used to have our own engines," says Trott, "and we were mighty proud of them. We took care of them like they were persons. Fact is those little engines often acted like they were human. Sometimes they had to be petted and coddled before they would finally settle down to real work. Others were so mean they simply wouldn't get up steam for some engineer but would purr right along for another fellow. Of course we got used to our engines and knew their peculiarities, so probably it isn't odd that they didn't want to work for a stranger. A man got to love his engine like his wife and family; some of our engineers loved their engines best."

"My first love was my engine. But in '81 I was married and the little engine dropped to second place in my affections. My wife was almost as fond of railroading as I was. We raised three children. My two boys, Charles Byron and Samuel Edgar, served their apprenticeship in the shops at Sacramento. They now have good positions as machinists in the automobile industry. Since my wife died about ten years ago, my daughter, Grace, has been my housekeeping companion.

Lost His Own Engine

"My last engine, before the company took over the motive power, was No. 1377. I say, 'before the company took over the engines,' because we all felt like the locomotives were our own. When an engineer was in the shop, his engine was off duty, too. Naturally we hated to lose something to which we were so attached. Of course, the old arrangement caused a lot of power to be uselessly tied up.

"Some fellows had an idea we engineers did just about as we pleased in the old days. But we had inspections then that would make the youngsters today fairly gasp. Take, for instance, 'Ben' Smith, road foreman of engines during the '70s from El Paso to Ogden, and D. J. Brown, who was for years foreman of the roundhouse at Rocklin. All the old-timers remember these men for close inspections and strict discipline. Just the same, they were fine, likeable men.

"We never knew when we were going to pick up 'old Ben.' It might be at a wagon pile or water tank. The news soon spread when he hit the division. Engineers and trainmen passed the word along to be on the lookout for Ben. But even with this warning he had facility of showing up most unexpectedly. His eyes were as sharp as a cat's. If there was anything wrong

with an engine from the top of the stack to the bottom of the tender 'old Ben' saw it right off. We used to say he could see a loose nut half a mile away. The first thing to catch his eye when he got in the cab was the steam gauge. Maximum boiler pressure was then 125 pounds. If the gauge registered one pound more we sure heard about it.

"After Master Mechanic A. J. Stevens died Ben resigned and went to Towles Station to live. One day a few years later I was waiting for the staff at Towles. 'Old Ben' came up to my engine. 'How many pounds you got, Charlie?' he asked. Two hundred pounds, Mr. Smith," I answered. 'Look out, Charlie, or you'll sure get blown to the devil,' the old man warned. Of course, maximum pressure had increased since he was on the line, but he couldn't imagine any engineer safely handling more than 125 pounds.

"Throwing the Babbit"

"I don't suppose there is a veteran engineer who ran over the mountains that doesn't recall many and frequent sessions with Roundhouse Foreman Brown. 'Throwing the babbitt' was the offense he took particular exception to. If the call boy followed us home with the message that Mr. Brown wanted to see us, it was almost a cinch he had been looking over our engine and found that the crank pin had gotten hot and the babbitt melted away from the brasses. This act was inexcusable; no need to make explanations; he knew we were just careless.

"I respected Mr. Brown's point of view, but just the same I know it was almost impossible at times to keep

from melting the babbitt. So I planned to get out of being called on the 'car pet.' I managed to get from the storekeeper a block of babbitt and several sheets of emery paper. During a lay-over at Truckee I could babbitt and reset the brasses, or polish off the pin if there was evidence against me.

"We used to have some fun with Mr. Brown later when he went out on the road again as an engineer and 'threw' more babbitt than any of us. He laughingly admitted that it couldn't hardly be helped. I got a letter from him a few days ago. He is living at Napa and is 88 years old."

Known Everywhere

Probably no employee on the Pacific Lines is more widely known than Trott. Having spent a lifetime on Sacramento division, which was the first link constructed on the company's lines, he is known to the oldest men in the service. From among his friends have come many of the company's officers. He knew J. H. Dyer as a boy at Colfax before the present general manager was a brakeman for the Central Pacific. As a young man he worked at Rocklin with "Pat" Sheedy, former superintendent of motive power. While Assistant General Manager T. Ahern was working his way up from his first job on the section, Charlie Trott was one of his closest friends.

"Not long ago," said Trott, "I had to appear in court as a witness. The judge and the jury seemed startled when I answered I had been working for the Southern Pacific 56 years. I thought my word was going to be questioned, when the judge turned to me and said, 'That must be a fine

company to cause you to stay with it so long."

"Well, we have got a fine company. I am going to receive a liberal pension that will be a big help in making the days to come more comfortable and pleasant. I am perfectly satisfied. I gave faithfully of my services and I have been given a 'fair deal.'"

Among Trott's cherished possessions is a personal letter from former President Taft thanking him for the "pains-taking care and skill" with which he handled the President's special train in December, 1911.

May Go to Europe

"I don't know what I'll do, now that I am out of a job," he answered Superintendent W. L. Hack. "I can't seem to get out of the habit of figuring when I am due out again to Gerber. I catch myself studying my watch every little while. I think I'll have to get away from Sacramento to keep from wanting to wander over to the roundhouse. I've always wanted to go to Ireland and England. My mother was Irish and my father was English. John Wright has been back there since he was pensioned and wants to go again. Albert Brown wants to go, too, soon as he is pensioned. Maybe he and I and John Newton will join John on a trip back to Belfast next summer."

"This job of being a pensioner may not be so hard to hold on after all."

SEVERAL OFFICES MOVE TO NEW BUILDING AT S. F.

A newly equipped kitchen and commissary, also ticket office and waiting room for auto ferry patrons, and space for several departmental offices have been established in the building formerly occupied by the San Francisco ferry post office. This building now becomes Annex C to the General Office.

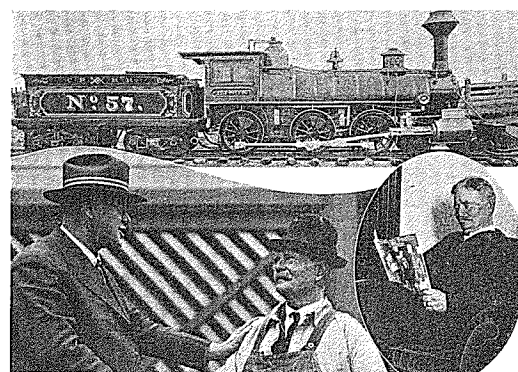
The new commissary and kitchen, which supplies the restaurants on the Company's lake and river steamers, include many new catering facilities in the equipment and will be a model of its kind.

New location of the auto ferry ticket office and waiting room will greatly facilitate the handling of auto traffic and add to the convenience of patrons. It will be a few weeks before the new office is opened for service.

Steamer Department offices under Captain C. R. Heath are now located in the new building, as is also the revaluation department and the time inspector's office.

Time Inspector S. A. Pope has added to the activities of his department in handling the maintenance and repair of the 1600 clocks used on Pacific Lines. Clocks in need of repair will be given immediate attention by his department instead of by authorized local jewelers.

The largest office in Annex C is that of the district auditor, a newly created position held by C. Peterson. This office does the accounting work from divisions and stores in the San Francisco bay district.



Charlie Trott is shown here receiving the congratulatory of Superintendent W. L. Hack; and also enjoying a few happy moments in the comfortable, overstuffed chair, a gift from his fellow workers. The little locomotive No. 57 was the one Trott started fired on in 1872. The veteran engine was rebuilt and renumbered several times and was scrapped about 1916 after being in Oakland local train service. It is interesting to note the old time tallow oiler on the steam chest; water pump under boiler worked by an eccentric counterweights on drivers secured by belt; wooden brake beams only on rear truck; wooden tender frame and wooden cab with fine cabinet work; elaborate lettering and beautiful scroll work in gold leaf; brass mud guards over drivers and brass stripes on tender and engine.

After Reading Your Bulletin, Pass It Along

GEORGE A. HAZZARD CALLED BY SUDDEN DEATH

Friends and associates of George A. Hazzard, in charge of the advertising bureau at San Francisco, were shocked at his sudden death January 11 at his home in Berkeley. About an hour after returning from a day's hunting he was stricken with heart trouble. From all appearances he had been in perfect health.

Mr. Hazzard first worked for the company as a clerk at Whittier in 1892. Later he was with the Rock Island and the Southern Pacific Lines in Mexico as chief clerk at Empalme. He returned to Pacific Lines in June, 1910, as a clerk in the general passenger office at Los Angeles and soon afterwards became advertising clerk. He was appointed assistant advertising clerk at San Francisco in May, 1916, and to head clerk of the Advertising bureau in February, 1919.

Funeral services were held at Berkeley under auspices of the Masonic Lodge. Interment took place at Whittier, Cal. Besides his wife, Mr. Hazzard is survived by two daughters, Louise and Ethel; his mother, Mrs. Louise A. Hazzard of Whittier; three sisters and three brothers all living in Southern California.

CLERKS' SKETCHES USED IN ROSEVILLE PAMPHLET

Southern Pacific employees at Roseville have contributed their talents to a recent edition of a booster pamphlet published by the Roseville Chamber of Commerce. A rosebud design used on the cover was drawn by H. F. Marshall, third trick clerk, and a map inside the pamphlet was drawn by U. J. Heibuck, first trick ticket clerk. G. S. Cryder, agent at Roseville, is a director of the Chamber of Commerce.

A \$10 DEPOSIT FOR 1000 YEARS NETS NEAT SUM

Employees who are purchasing Southern Pacific stock on the partial payment plan will be interested in the following news item from the Associated Press:

"Henry O. Granger, former United States minister to Colombia, has just given a potential \$5,574,523,952,824,320, not to be cashed in, however, for 1,000 years.

"As a lesson in thrift he has deposited \$10 in a Colombia bank to remain there at compound interest until 2925, when the total will be disposed of by a special committee for the best interests of the United States and Colombia. The president of the United States was named as a member of this committee."

Guy V. Shoup Appointed General Solicitor

APPOINTMENT of General Attorney Guy V. Shoup to the position of general solicitor, with headquarters at San Francisco, has



GUY V. SHOUP

been announced by Wm. F. Herrin, vice president and chief counsel.

Mr. Shoup will be in charge of legal business of Pacific Lines, except Federal Valuation and related questions.

Mr. Shoup has been with Southern Pacific since August, 1896. In that period he has been in claims department, assistant land attorney, attorney for Southern Pacific in Nevada, attorney for the Company at San Francisco, general solicitor United States Railroad Administration and general attorney at San Francisco.

L. A. CLERK IS PROUD PAPA OF TWIN GIRLS

L. A. Kerr, rate clerk in the general freight office at Los Angeles, received congratulations from his fellow workers on the arrival at the Kerr home on January 12 of twin girls. To show the family spirit in the office and to inculcate the true Southern Pacific spirit of thrift for the twins the office presented the proud father with a gift of \$50 as a nest egg for the babies. At last reports efforts still were being made to select suitable names for the twins.

CLERK OFFERS S. P. MOTTO

J. A. Timmroth, ticket clerk at Bakersfield, California, offers the motto "Where only the best is good enough," as a phrase suggestive of the Southern Pacific and its operations.

L. C. GRAM IS PROMOTED TO ASST SUPERINTENDENT

L. C. Gram has been appointed assistant superintendent of Portland division, succeeding to the position made vacant by the death of W. H. McBean.

Mr. Gram has been with the Company, since October, 1895, when he went to work at San Francisco as a call boy. A year later he became weighmaster and until

1906 held the position of operator, relief agent, yard operator, chief yard clerk and assistant yard master. Then he entered the dispatcher's office as copy operator and was promoted to dispatcher in July, 1906. He held this position at San Francisco, Ogden, and San Luis Obispo until May, 1912, when he was appointed assistant train master. When this position was abolished he returned to train dispatching at San Francisco. In October, 1913, he became chief night dispatcher, and in January, 1917, was promoted to trainmaster, which position he held on various districts of the Coast division until April, 1925, when he was assigned to Express Operation, Committee B, Ass'n Railway Executives.

AGENT MORGAN AND FORCE COMMENDED BY EDITOR

"Those who do business day after day at the local station of the Southern Pacific Company cannot help from noticing the marked display of courtesy and consideration shown by the employees of that company," states an editorial in the South San Francisco Journal commending in particular the helpful services and civic interest taken by Agent A. E. Morgan.

"Mr. Morgan has educated the people of this city to the fact that Southern Pacific is not alone concerned with the financial returns it receives from our residents, but is likewise interested in the service it can render the city—and this we must agree is the best," states the editor. "He is surrounded by a force of clerks and other employees who are demonstrating just what is meant by the words 'Service and safety.'"

APPRENTICES STUDY TRAIN LIGHTING SYSTEM

For the purpose of becoming acquainted with steam railroad electric equipment, West Oakland apprentices recently visited the train lighting shops at West Oakland accompanied by Instructor R. V. Madsen and Foreman C. G. Wells. The apprentices were shown through the shops and yards by J. J. Hack, superintendent of train lighting, assisted by Messrs Field and Hansen.



L. C. GRAM

Review of Railway Operations in 1925 *

By JULIUS H. PARMELEE
Director, Bureau of Railway Economics

ANY effort properly to appraise results of railway operation in the United States during the year 1925 must take into account not only the conditions existing in that year, but also those of the years 1923 and 1924. To a very marked degree, the operations of the three years belong to the same period, and represent the gradual culmination of a campaign of conscious effort, initiated by the railroads at the beginning of 1923, to place railway operation on a more effective basis.

In carrying out the campaign so initiated, the railroads have utilized every possible means of improvement. In the first place, they have poured several billions of dollars into their properties, in the shape of new capital expenditure. They have enlarged their facilities, have installed larger and more powerful equipment, have modernized machinery, and have carried out many other forms of betterment. They have strengthened their human organizations, by improving their personnel relationships, and by bringing the whole organism to a higher modern level than it had before the war. As the year closed, a most important announcement indicated that the railroads and the brotherhoods were in a fair way to agree on certain principles of labor legislation to replace the present labor provisions of the Transportation Act. Such an agreement does not mean the millennium at once; it will not keep down the rising tide of threatened demand for wage increases; but it does show that two of the three parties to railway labor questions can agree on basic principles of collective bargaining without sacrificing either dignity or their rights.

Next, the railroads went to the public and enlisted their cooperation and assistance. Perhaps the most effective form which this cooperation has taken has been the movement to establish advisory boards of shippers, to consult with and advise the railroads as to transportation needs of the several regions. Not only have these boards enabled shippers and the carriers to exchange information of great value to both groups, but the mutual growth and the establishment of a new era of good will through common counsel and frank exchange of opinions has been well nigh incalculable. Another approach to the public has been through the press, where the railway and railway executives have individually and collectively told the people their plans and their problems. Last, but by no small importance, has been the general willingness of governmental officials to permit the railroads to work out their own operating problems with as little regulatory interference as possible.

Let me emphasize again that the results attained by the railways the past year were not haphazard, or unexpected, or undeserved. They were the outcome of a carefully planned program, carried out with a high degree of fidelity to the purpose of the program, and with fine cooperation from other elements of the railway economic structure.

The year 1925 in the railway field, as in the business field generally, was in many respects one of superlatives. The heavy freight traffic was a result of the prosperity of the country. There has been and doubtless will be much discussion of operating records broken by the railroads, which represented their contribution to economic welfare. Important as are these records, a dispassionate economic analysis of the year and its results must lay emphasis rather on the steady daily, weekly, and monthly returns than the possibly flashy results of a single period. Judged either from the point of view of single records, or from that of a high level of efficiency consistently maintained throughout the year, the operating results can be viewed with satisfaction. The financial results were not so satisfactory.

Briefly considered, the railway results of the year 1925 may be summarized as follows:

1. A heavy freight traffic, fairly well distributed throughout the year.

2. A further decline in passenger traffic.

3. With a few local exceptions, efficient and adequate transportation service, and the virtual disappearance of a freight car shortage.

4. General averages indicating operating efficiency raised to higher levels than ever before.

5. Total operating revenues less than in 1920 and 1923, but greater than in any other previous year.

6. Net operating income, due largely to increased economy and efficiency of operation, was greater in the aggregate than in any previous year, but fell below a "fair return" on valuation, and below a return of five per cent on the property investment as shown by the carriers' books.

7. Rate of return on property investment was less than in 1916, although the net operating income was greater in amount than in that year. This was due to a net increase of nearly one-third in the property investment account since 1916.

VETERAN BAGGAGEMAN DIES

Edgar F. Verrill, retired joint American Express and Southern Pacific baggage agent at San Francisco for many years, died at his home, January 1, at the age of 75. Mr. Verrill entered the service in September, 1884, and was retired in June, 1923, after 38 years continuous service.

ADDED TELEPHONE CIRCUITS AID ALL DEPARTMENTS

With the completion of 500 miles of telephone circuits in Sacramento Valley, all main line train movements on the Sacramento division can now be handled under telephonic control. This new wire is to serve as dispatching circuit on the east and west side of the valley between Sacramento and Berkeley.

Five thousand track miles of dispatching circuits paralleled by 5000 miles of communication circuits are now in operation and the program designed to accomplish all main line tele dispatching by telephone is 75 per cent complete on the company's Pacific Lines.

Communication circuits place operating officers within instant communication of every siding and station; facilitate the distribution of freight cars to shippers; cut down delays in securing reservations for passengers, and materially speed up the handling of traffic.

Telephone dispatching greatly adds to the efficiency of the dispatcher. A mechanical selector permits the calling of one or all stations at will. The new calling device is practically automatic and no time is lost in calling stations. There has been established at Tucson a 24-hour telephone exchange for service between Tucson and El Paso, also Tucson and Phoenix. At Phoenix an 8-hour telephone exchange has been established for communication with El Paso and Tucson. Also Los Angeles is now placed in direct telephone connection with Pomona, Ontario, Colton, Riverside and San Bernardino.

FUEL SAVING TROPHY WON BY SALT LAKE DIVISION

The silver trophy cup awarded each quarter to the division making the best showing in fuel conservation has found its permanent home on the Salt Lake Division. This division finished on top for the 4th quarter of 1925, having previously won the 1st and 3rd quarters.

Winning the trophy, in a highly competitive contest with the other eleven districts of the Pacific Lines, hears splendid testimony of the good work of officers and employees of the Salt Lake Division. In no way could the splendid achievement have been accomplished except by the earnest cooperation and diligent effort on the part of all.

The trophy was put up for competition January 1, 1924, and during the contest was won by the following divisions:

1st Quarter of 1924—Western Div.
2nd Quarter of 1924—Los Angeles Division.
3rd Quarter of 1924—Stockton Div.
4th Quarter of 1924—San Joaquin Division.

1st Quarter of 1925—Salt Lake Div.
2nd Quarter of 1925—Shasta Div.
3rd Quarter of 1925—Salt Lake Div.
4th Quarter of 1925—Salt Lake Div.
A new silver trophy cup of somewhat similar design will be offered for competition.

After Reading Your Bulletin, Pass It Along

Hand Tools Are Cause of Many Injuries

By F. BUTTERFIELD

Machinist, Western Division Safety Committee

ACCIDENTS which occur in the shops and roundhouses must, in the main, be attributed not to a lack of safety devices, but to individual carelessness and unsafe practices.

The possibility of accident can not alone be associated with moving machines. There are still many operations that require the use of hand tools in the shops and roundhouse.



F. Butterfield

Hand tools are apparently quite harmless, yet they cause more accidents than is realized, and nearly all such accidents may be fairly attributed to personal carelessness or neglect. Mishandling of tools, neglecting to keep them in good condition, and leaving them about in dangerous places, are forms of carelessness that cause trouble sooner or later.

Suppose a machinist starts to work with a file that is without a handle and in working close to lathe dog the end of the file is struck by the dog and the pointed tang is forced backward into the man's hand, wrist, or possibly into his body if he is standing directly in line with the file. A similar accident may occur while working at the bench if the file breaks, or if it slips in the workman's hand. Never use a file without a handle. In tightening a file by pounding on the bench, always grasp it by the metal part instead of the handle.

A man may be setting up a large nut with an open end wrench that is a little too large for the nut, or the jaws of which have been battered or twisted out of shape by mistreatment. In either case, the wrench is liable to slip off the nut and the workman's knuckles may come in contact with the hard object and be cut and bruised, if nothing more serious occurs. Use a wrench that is in good condition and of proper size.

Similar bruises often result from applying "monkey" wrenches improperly. Workmen often use "monkey" wrenches for hammering and thus damage the jaws or adjusting screw, so that when the wrenches are put to their proper use the jaws slip around the nut and more knuckles are bruised.

A chipper who fails to wear goggles and to provide a needed screen to protect other persons against flying chips from his work, has only himself to blame if chips strike his eyes or those of some other person, causing painful injuries or loss of an eye. A glass eye may reflect, but it is sightless.

The danger associated with the use of punches, cold chisels, hand drills and other smaller tools when the heads are worn, burred or "mushroomed" has

been pointed out many times. Men continue to use these defective tools, however, and as a result from time to time flying burrs or fragments break off and inflict cuts and bruises. When the tool being struck has a burred head, the hammer is more likely to slip off and injure the hand that is holding the tool. Have chisels and other similar tools dressed when the heads are burred.

If the tools are kept in the tool room to be checked out when needed, the tool room keeper should be made responsible for seeing that no defective tool reaches the hands of the workmen. Tools left lying in the passageway and near the edges of platforms, benches, racks and shelves and on step ladders are potential accident producers. A place for everything and everything in its place, is the safe rule for sharp edges, heavy and otherwise dangerous tools.

Every mechanic doubtless knows that striking tempered steel with a steel hammer or other steel or iron implement, endangers the eyes; but every now and then someone tempts Providence by trying to experiment again.

When cutting a short piece from a rod or bar of metal with a sledge and a blacksmith's hammer, the short end, when severed, is likely to fly and injure someone, unless care is used to strike lightly when the rod is nearly cut through.

Repair all broken tongs at once; or put them in a safe place where they will not be used. Don't hang hot tongs in the rack, because someone may grasp them with the intention of using them and be severely burned.

Contrary to safe practice, pieces of hot metal are often left lying about on anvils and in other places, where they may burn any person who attempts to pick them up. Mark hot pieces of metal in some unmistakable way so that burns from this cause will be avoided. There is the ever-present danger of infection that is associated with even the slightest wound or abrasion of the skin.

Do not play with electricity. Do not wear loose, baggy clothing. Be sure that material is securely fastened in a machine before starting it; also that the machine is clear and free before throwing in gear.

Do not leave guards off when through repairing machines. Think about the other fellow.

Do not try to oil or wipe a machine before it is stopped. Do not leave jagged edges on your work; someone may be injured when handling it. Do not touch shavings that are coming from a machine. They are hot and sharp.

Do not place absolute confidence in the reliability of jacks when working under punches, use blocks to make them secure.

Take sufficient rest when off duty.

A man can not be a safe man if half asleep while at work.

Never walk between the rails when going to different parts of the yard.

Warn fellow-workmen of dangerous practices, they may be indulging in.

If your temperament is for excitement, chance or thrill, change it. Cultivate safety. Remember that where there is hazard of accident and continued chances are taken, an accident will eventually occur. Jumping on and off cars is a dangerous practice. The minute you think you will save thereby, may be the means of putting you in the hospital for weeks or months.

Many persons are injured or killed every year by failure to heed caution. As you value your own life and the welfare of those dependent upon you, and the safety of your fellow-employees, which is linked with your own, pledge yourself now to heed all warnings. Get the Safety Habit.

PNEUMONIA CAUSES DEATH OF JAMES O'GARA

After a brief attack of pneumonia James O'Gara, who has been agent at the San Francisco Ferry Station since April, 1915, died at his home in that city January 8.

Mr. O'Gara had been with the Company 36 years. He started work as a student telegrapher at Napa, in August, 1889, where he was afterwards assistant agent. Later he was ticket clerk and ticket agent at San Francisco and Sacramento and in November, 1910, was promoted to district freight and passenger agent at Sacramento, which position he held when transferred to San Francisco.

Surviving Mr. O'Gara are his wife, four sons, James M., Francis B., Donald and Joseph G. O'Gara, and two brothers, John O'Gara and Dan O'Gara, who is agent for the Company at Boulder Creek. Funeral services were held in San Francisco.

GOLDEN STATE LIMITED IS CALLED "MOVIE TRAIN"

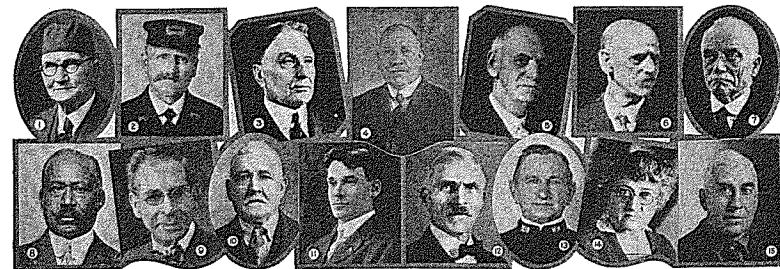
All the comforts of home on a through trip from Los Angeles to New York without changing stations, is the service on the Golden State Limited that is rapidly gaining fame with the movie folk, according to an article published in a late issue of the Photoplay Magazine.

"The Golden State Limited" is fast becoming the "movie train East," says the author of the article, who points to a recent exodus of cinema people to New York via Golden State Limited, which included a large number of screen celebrities.

"KLINK" BACK FROM ORIENT

Ambrose Klinkhammer, assistant stationmaster at Los Angeles, recently returned from a trip in the Orient looking much improved physically as a result of his vacation made to recuperate from an ailment of the throat. "Klink" reported he had a most enjoyable trip and that he learned much of fan-tan and other Oriental pastimes.

Honor Roll Claims Sixteen Veterans of S. P. Service



Veterans of Southern Pacific who were retired on pension at meeting of the pension board December 22. Photograph of Warren W. Insko was not available. 1. Edwin L. Higgins, 2. Andrew Anderson, 3. Daniel J. Dempsey, 4. Denis Harrington, 5. John H. Crawford, 6. Charles H. Fisk, 7. James S. Morrissey, 8. Alex. Washington, 9. George G. Bayley, 10. Harry Andrews, 11. Thomas F. Dignan, 12. Michael O'Shea, 13. Carl C. Anderson, 14. Mrs. Zoe E. Booth, 15. John Morales.

EDWIN L. HIGGINS, who for many years has been passenger brakeman on the Los Angeles and San Joaquin divisions, in point of service, heads a list of sixteen veterans who have just recently been retired on pension. Higgins went to work as a brakeman at Wadsworth in November, 1881, later transferring to Truckee where he remained until February, 1891. He then went to Mojave and a little later to Los Angeles. He retired with 44 years service.

After 40 years 5 months service in various positions of the Steamer Department, Andrew Anderson, cabin watchman is retired on pension. He started work as a deck hand on the "Apache" in June, 1885.

Daniel J. Dempsey, locomotive engineer on Portland division, retires after 38 years 2 months service. He started work as an engine wiper at Portland in October, 1887. He became a fireman in June, 1888, and in October, 1890 was promoted to engineer.

Dennis Harrington, machinist helper at Mission Bay roundhouse, is retired after 36 years 11 months service.

In January, 1889, he went to work as a laborer at Santa Cruz. In October, 1903, he was appointed section foreman and worked in that capacity at several points on the Coast and Western divisions. In July, 1917, he was appointed watchman at Oakland Pier and since June, 1919, has been machinist helper.

John H. Crawford, who entered the service as a machinist at the general shops in Los Angeles in May, 1891, is retired while working as gang foreman machinist, after 34 years 8 months service.

After 32 years 5 months service, Charles H. Fisk, is retired while working as clerk at the Los Angeles local freight office.

James S. Morrissey, station trucker at

Oakland Pier, is retired after 31 years 7 months service. He went to work in that position at San Francisco in April, 1886, and after being out of service for a few months returned to that position at Oakland Pier in April, 1894.

Alexander Washington, chief steward in the Commissary Dept. of the Steamship Lines at New York, retires after 30 years 8 months service. He started work as a waiter and porter in May, 1895, and was appointed steward in 1900.

George G. Bayley, agent at Sunol on the Western division, is retired after 30 years service. He started work in that capacity in 1879. He was out of the service for some time after May, 1893, returning in November, 1895, and has since been located at various stations on the Western division.

Harry Andrews, who went to work as longshoreman for the Steamship Lines at New York in October, 1896, is retired while working as watchman after 29 years 1 months service.

Thomas F. Dignan, assistant chief

engineer in the Steamer Dept., entered the service in April, 1897, as a laborer in the freight department at Oakland Pier. For five years after September, 1899, he was wharfinger at Broadway wharf, Oakland. He was then employed as fireman on the ferry steamers and soon afterwards promoted to assistant chief engineer. He retires after 28 years 7 months service. Michael O'Shea retires after 28 years 3 months service. He first went to work as a trucker in June, 1890, but was out for some time. Since August, 1897, he has been employed as janitor and trucker at Park Street Station, Portland.

Warren W. Insko, who had been a conductor on the Coast division since July, 1902, retires after 28 years 2 months service. He started work as a brakeman in July, 1897.

Carl C. Anderson, who was employed as a deck hand in March, 1901, is retired after 24 years 11 months service, while holding the rank of first officer. He was promoted to second officer in June, 1905, and to first officer in May, 1907. He was promoted

Recent Additions to S. P. Roll of Honor

Name	Occupation	Location	Service Yrs. Mos.
Edwin L. Higgins	Passenger Brakeman	Los Angeles	44 0
Andrew Anderson	Cabin Watchman	San Francisco	40 5
Daniel J. Dempsey	Loco. Engineer	Portland	38 2
Dennis Harrington	Machinist Helper	San Francisco	36 11
John H. Crawford	Foreman Machinist	Los Angeles	34 8
Charles H. Fisk	Clerk	Los Angeles	32 5
James S. Morrissey	Station Truck	Oakland	31 7
Alexander Washington	Chief Steward	New York	30 8
George G. Bayley	Agent	Sunol, Cal.	30 8
Harry Andrews	Watchman	New York	29 1
Thomas F. Dignan	Asst. Chief Engineer	San Francisco	28 7
Michael O'Shea	Trucker	Portland	28 3
Warren W. Insko	Conductor	San Jose	28 2
Carl C. Anderson	First Officer	San Francisco	24 11
Mrs. Zoe E. Booth	Stewardess	New York	22 10
John Morales	Tunnel Watchman	Santa Cruz	20 11

After Reading Your Bulletin, Pass It Along

to captain in March, 1915, in which capacity he served until December, 1921.

Mrs. Zoe E. Booth, who has been stewardess in the Commissary Dep't. of the Steamship Lines since December, 1902, is retired after 22 years 10 months service.

John Morales retires while working as tunnel watchman on the Coast division. He first entered the service as a laborer in May, 1886, but has only been in continuous service since July, 1904.

WM. HARVEY, VETERAN CHEF ON THE "OWL", DIES

William Harvey, one of the best known dining car chefs on Southern Pacific Lines, died at the General Hospital January 2. He was 47 years old and has been with the company since October, 1910, working out of Los Angeles and Oakland. At various times he had charge of the kitchens on the Sunset, Golden State and Shasta Limiteds and for the past six years has been on the Owl out of Oakland.

Harvey was considered an artist in the culinary profession and passengers frequently requested to meet him and get some recipes. Patrons were familiar with his "Baked Ham, Virginia Style" and Harvey's lemon pie. For two years he was instructing chef and many of the younger chefs in the service are indebted to Harvey for their early training.

SUN ALMOST PLAYS TRICK ON S. P. HOTEL AT YUMA

As the land of perpetual sunshine, Yuma, Ariz., has fallen slightly below par. Overcast skies recently broke the long record of four years that the sun had not failed to shine some time during the day. So faithful was old Sol in making a regular appearance that a garage advertised free gas during any day the sun failed to shine, and the Southern Pacific hotel offered free meals. The garage was swamped with visitors, but the hotel dining room had already been closed for several days, for which circumstance the manager was probably thankful. The hotel is not operated by the Southern Pacific Company.

Traffic Men Hosts at 'Good Will' Dinner in Los Angeles

MORE than 125 officers and employees at Los Angeles attended a "good will" dinner and meeting at Central Station the evening of December 29 to celebrate the spirit of cooperation that existed between various departments in 1925 and to discuss plans for still greater efforts in 1926.

The passenger and freight traffic departments acted as hosts to members of the transportation department, J. E. Light, district freight agent, acting as chairman of the evening.

A complete holiday dinner was prepared and served under direction of F. K. Shilling, manager of the Southern Pacific station restaurant. All present praised the dinner which included crab meat cocktail, vegetable soup, fish, salad, roast turkey with all the trimmings, ice cream, cake and coffee.

The purposes of the dinner meeting were set forth in a circular of invitation prepared by the traffic departments and which stated, in part:

"Without the full support and cooperation of the Operating and other Departments responsible for rendering efficient service, the Traffic Department would have little success. The year 1925 is now ending. Due to the loyal cooperation between the Traffic and Operating Departments, our Company has made wonderful progress in the establishment of friendly relationship with the shipping public.

"Departmental lines are fast disappearing on the Southern Pacific Lines. We are becoming one big unit, organized for the purpose of making and selling transportation.

"This dinner is given for the purpose of bringing together those who have guided this cooperative work to success. It seems only proper we should get together and talk things over in an endeavor to even improve upon our 1925 success. The only regret is our inability to have all Southern Pacific employees present."

This theme was brought to the fore in more detail by the speakers, all of whom expressed deep appreciation for

the excellent cooperation shown during the last year. The speakers included J. T. Saunders, assistant freight traffic manager; W. I. Gilbert, attorney; C. L. McPaul, assistant passenger traffic manager and Superintendent G. E. Gaylord. A letter of greeting and appreciation was read from T. H. Williams, assistant general manager, who was unable to be present.

PARALYSIS STROKE IS FATAL TO FRANK E. CHAPIN

Frank E. Chapin, vice president and general manager of the Peninsular Railway Company and San Jose Railroad, died January 5 at the Southern Pacific hospital in San Francisco, as a result of a stroke of paralysis. He was 69 years old.

Mr. Chapin was widely known among transportation men in the West. He was assistant superintendent of the California Street Cable Railway Company before 1904 when he became general manager of the San Jose, Los Gatos Interurban Railroad Company, which later consolidated with other companies, forming the present Peninsular Railway Company. When the San Jose Railway Company and the San Jose-Santa Clara County Railroad Company were consolidated under name of the San Jose Railroad, Mr. Chapin was appointed general manager of this line. Later he was appointed vice president and general manager of the two companies.

IMLAY FORCE MAKES FAST TIME CHANGING WHEELS

C. Sutton, lead workman of the Imlay car department, and his assistants recently set a record in changing flat wheels under a loaded P.F.E. car which they claim is something for the rest of the system to "shoot at." It took exactly 40 minutes to jack up, change wheels, clean air, change triple valve, clean retainer and test air. During half the time Mr. Sutton was assisted by only one man.

"So you are a salesman, are you? What do you sell?" "I sell salt." "Shake."—Exchange.



Officers and employees of the traffic and transportation departments who attended a good will dinner at Los Angeles December 29. Inset is of F. K. Shilling, manager of the station restaurant, who supervised preparation and serving the dinner.

ALL CAN HELP EXTEND S. P. SERVICE IN EUROPE

The important part Southern Pacific agencies in Europe at London, Liverpool, Paris, Hamburg, Genoa, Milan, Turin and Rome, can play in furnishing helpful assistance to travelers is called to the attention of employees in a circular issued by the traffic departments.

The agencies are prominently and centrally located and American tourists should be invited to make use of these offices for their convenience and especially for the reception of their mail. The agents will gladly be helpful in matters such as securing visas, making hotel, railroad and steamship reservations, imparting useful shopping, sight-seeing and amusement information, exchanging foreign monies and the numerous other forms of service that are of value to the traveler in a foreign land.

"Even if the traveler is not using our line" the circular states "we may win his friendship for the future if our European agencies are given an opportunity to serve in the same manner as if Southern Pacific Lines were used. Again, at domestic ports (New York, Boston, etc.) matters may arise where our Atlantic seaboard agencies can be of service. An invitation should be extended for the use of these facilities as well.

"Our agents, both Atlantic seaboard and European, are qualified to represent our Freight Department as well as Passenger, and are in touch with manufacturers, shippers, etc., in their respective territories and are thus especially fitted to render valuable service in shipping matters to those Americans who are combining business with pleasure on their European trips.

"Perhaps you have a relative, a friend, a neighbor, or know of some one else, who is contemplating a trans-Atlantic journey. You owe it to them to offer Southern Pacific Service. You are urgently requested to convey to any agent of the Company any knowledge that comes to you of persons going to or coming from Europe who contemplate making trips from or to territory served by Southern Pacific Lines.

"When hearing of a prospective European trip be sure to secure from a ticket agent a card of introduction to our European agents which will establish the necessary connection between the traveler and our representatives there."

NO ERRORS IN HANDLING OF FREIGHT AT MONROE

P. McGovern, agent at Monroe, Ore., a busy one-man station, calls attention to a fine record made during 1925 in handling 1,153,000 pounds or less carload freight without making a single error in checking.

G. N. Yokum, conductor in charge of local freight during that period, has made no error in freight handling since 1923.

Smile! And the Travelers Smile With You

DOES the average man or woman remember a kindness?

William H. Voiles, station master at the Company's San Francisco Ferry Station, says "Yes!" Voiles should know for he comes into as close contact with the traveling public as any man west of the Rocky Mountains. He has had eleven years' constant association with railroad patrons passing through the Ferry Station in which to consider the matter.

Wm. H. Voiles

His office is the nerve center of the big depot. If anything goes wrong the matter comes immediately to his attention. Lost children, lost pocket books, lost tickets, lost trains and lost tempers are all in the day's work. It isn't an easy job, but Voiles handles it well and with such unwavering good humor that those who come frowning usually depart smiling.

The holiday season found Voiles' desk piled high with presents and cards. These came from every part of the country and, as Voiles explains, each card and package was only another evidence to prove that the average traveler does remember kindnesses done by railroad employees.

Among the gifts was a handsomely bound volume of Mark Twain's "Roughing It." One rainy morning last spring a Travelers' Aid representative brought to the station master's office a fearful little white haired lady. Homeward bound with reservations on the San Francisco Overland Limited, she had missed the ferry boat connecting with her train.

"I've missed my train!" she wept,

Locomotive's Will

As soft of late I dream by day
With sounds my fancy
pranks will play,
The straining steeds on the S. P.
With chugs form speech that's
clear to me;
When hard the pull they bite
the sand
And plainly say, I-think-I-can,
I-think-I-can, I-think-I-can;
With labored breath and steel set
will
They bring their loads right up
the hill
When over grade where going's
good
Their echo rings, I-thought-I-
could
I-thought - I - could, I - thought
I - could.

A. Nicholson.
Hendricks Lums Sanatorium,
El Paso Texas.

almost hysterical with excitement. "And all my baggage and trunks are on the Overland! Whatever shall I do? I'll never get back to St. Joe."

Voiles looked at her anxiously for she seemed verging on collapse.

"Stop worrying. That's the first thing," he said, "We will have you fixed up in a jiffy."

Telephoning to Oakland Pier he had the bags and trunks removed from the Overland, and the Pullman reservation was transferred to the Pacific Limited. Then he turned back to his victim.

"Now we're set," he smiled, "Your things have been taken off the train. You'll be off for St. Joe—isn't that the town Mark Twain wrote about?—on the Pacific Limited at four o'clock.

Your berth is arranged for and your things will be in the car. Meanwhile we'll have you sent to a hotel where you can rest in comfort."

The little lady remembered the incident and a Christmaside came the copy of Mark Twain with a card expressing well wishes and appreciation.

Old people frequently run into trouble while traveling. One such, a doctor past 70, accompanied by his ten-year old granddaughter, en route for their home in Arkansas, became confused by the rush and bustle of the waiting room and missed their train. After arranging for their transportation on a later train, Voiles took the bewildered pair uptown to lunch, where they regained peace of mind. They, too, remembered with a card during the holidays.

Often the daily trek of people through the large station is punctuated with a dash of humor; while again death and sorrow have added their bit to the varied experience of the station-master in his contact with the public.

To those who deal with crowds and with individuals, Voiles offers the following ten commandments:

1. Be friendly. A smile is an invitation to ask for service. A person can't be angry long if you continue to smile.
2. Be habitually courteous.
3. Be thorough. Take the trouble to answer all questions in detail.
4. Be prompt.
5. Show personal interest.
6. Be accurate; don't guess.
7. Be frank and truthful.
8. Place yourself in the passenger's shoes.
9. Study human nature.
10. Hold your temper in leash. Keep calm in face of everything. Patience is a constant requirement.

BUFFALO AGENCY ASSEMBLES ATTRACTIVE DISPLAY

Widespread attention has been attracted to Pacific Coast industries and pleasure places through an interesting window display at the information bureau of the Buffalo Courier-Star. The exhibit was assembled and arranged by General Agent G. H. Vogel, and included products typical of sections along Southern Pacific Lines and alluring photographs of recreational and health resorts.

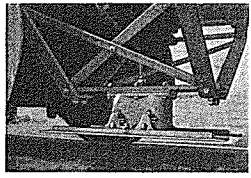
How Automatic Train Control Operates

By R. D. MOORE
Assistant Signal Engineer

INSTALLATION of an automatic train control system on the Company's Western Division between Oakland and Tracy has been inspected, tested and approved by the Interstate Commerce Commission.

The automatic train control device makes it impossible for engineers to run past a stop signal or a caution signal unless the engineer indicates that he has recognized the signal by making an adjustment in the mechanism of the stop device.

Installation of the automatic control



Magnet control valve under tender which clears track magnet by inches.

system meets the order of the Interstate Commerce Commission issued June 13, 1922, under which certain railroads were required to install automatic train control systems on all portions of their lines. Southern Pacific, however, first started installation of the device for test purposes in June, 1919, near Sacramento.

The device installed by Southern Pacific is one developed by the National Safety Appliance Company of San Francisco. The installation and improvement of the device has been under the direction of W. E. Boland, signal engineer, in co-operation with the engineers of the appliance company, and the installation has been under joint observation by representatives of the Interstate Commerce Commission and the American Railway Association.

The installation of the device covers 75.6 miles of line, of which 24.5 miles, Oakland to Port Costa, is double track and 51.1 miles, Port Costa to Tracy, single track. Ninety-eight locomotives have been equipped with the device. The total cost of installation of this device, as reported to the In-

terstate Commerce Commission, was \$306,261.

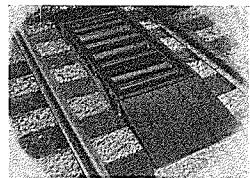
Extension of the automatic train control system is being made by Southern Pacific on the line from Tracy towards Fresno.

The Commission's report on the installation includes suggestions and instructions as to certain adjustments in the system and these are being carried out by the company.

Similar installation has been made by the Texas and Louisiana Lines of the Company over 55 miles of line in Texas, which has also been approved by the Commission.

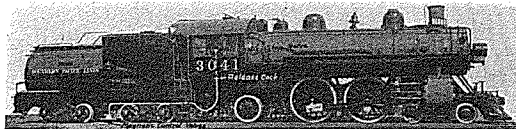
The system operates in conjunction with automatic block signals and is so designed that the air brakes of a train are automatically applied in case an engineer fails to properly control his train when confronted with a signal indicating "stop" or "caution." Any interference to the safe passage of trains that will set the block signals will also operate the stop device.

This is accomplished by means of powerful electric magnets located between the rails opposite each signal and connected thereto, which act through magnetic induction on electrically controlled air valves attached to the locomotive air brake equipment.



Track magnet unit with covering and one side removed.

In the early types of train control devices, mechanical trips were employed which when in position to operate engaged a lever projecting from the locomotive. These were fairly satisfactory in subways and on elevated lines but undesirable for railroads running in open country, city streets, etc., where the device could be tampered with and blocked with ice and snow.



Locomotive equipped with automatic train control appliances, showing location and name of important features of the device.

The National Safety Appliance Company device installed on the Southern Pacific Lines has no mechanical connection between the roadside equipment and the apparatus on the locomotive. Actuation of the control valve is accomplished through magnetic induction as the apparatus on the locomotive passes over and about seven inches above the track magnet. This permits its use under all conditions as it allows the equipment on the locomotive to be suspended high enough above the ground to be well clear of road crossings and station platforms and the device is not affected by ice and snow as there are no moving parts exposed.

It is designed so that after an automatic application has been made the brake cannot be released until the train has come to a stop. The release cock provided for this purpose is located outside the cab where it can be reached from the ground only.

The train control does not relieve the engineer of the responsibility of properly observing signals nor does it take away from him the control of the train in any way. He has full control as formerly, the stop device coming into play only in case he fails to take proper action.

MOST AUTO ACCIDENTS NOT AT GRADE CROSSINGS

"In its annual report," says the Manufacturer and Industrial Bureau, "the Railroad Commission of California says in effect that 'abolition of dangerous grade crossings and financing the separation of grades constitute one of the most serious problems now confronting California.'"

"In view of the fact that nine out of every ten automobile accidents occur on the streets and highways away from the railroad, is not the problem of preventing accidents vastly more serious on the streets and highways than at railroad grade crossings?"

"In other words, should we not undertake to change practices which will cost nothing, rather than change grades which will entail large expense and further burden already overburdened taxpayers?"

"The taxpayers have generously taxed themselves to build good roads and have done their share in providing for the pleasure, comfort and safety of motorists."

"Why should they be burdened with taxes for grade changes because a few of the hundreds of thousands of automobile drivers elect to engage in the dangerous and foolhardy practice of trying to beat the train at a crossing?"

"Besides, should railroad grades be changed, there would still remain the infinitely more dangerous situation of street and highway crossings. It is where streets and highways cross or intersect each other at grade that most accidents occur."

"Is it not more sensible, as it is certainly less costly to taxpayers, to enact regulatory legislation in the issuance of licenses and in the driving of automobiles, or in other words change practices instead of grades?"

CHRISTMAS FUND "MELON" IS SHARED AT OGDEN

By G. L. SNIVELY
Bulletin Correspondent, Ogden

Just before the holidays employees of the Salt Lake Division Superintendent's office at Ogden split the Christmas Savings Club "melon," when savings were distributed to members of the club so that friend wife and others might be assured of proper remembrances on the important event of hanging the Christmas stocking.

The prime object of the club is to create a savings fund to be available for members at the end of the year. The fund is completely or continuously loaned or allotted to members each period, at suitable interest rates. Dues and interest are in turn loaned, with the result that at the end of the year the fund has reached respectable proportions.

This, the sixth year of the club, has been the most successful, considering number of members, shares of "stock" and "earnings." Many new members are expected to be added during the coming year.

Usefulness and convenience of this plan has been proven many times when members desiring small loans for short periods, particularly at vacation time or in cases of emergency, have been able to get quick action.

Some of the former members of the club, now on other divisions may be interested to know that from our original six members has grown a membership of forty without solicitation of any kind.

TICKET OFFICE AT EL PASO HAS GOOD DISPLAY

"They know how" is what everyone is saying of the S. P. ticket office at El Paso. While the populace of El Paso was preparing for the annual visit of St. Nicholas, the ticket office was not to be outdone, fitted the display window with all the decorations and trimmings suggestive of the Yuletide. The result made one of the best window displays in the city.

LARGE CHAIR IS PRESENTED TO RETIRED VETERAN

At the time of his retirement as store attendant at Sacramento, Julius Crell was presented with a large, cosy chair, smoking stand, pipe and jar of tobacco by his friends and fellow workers in the Store Department. The presentation was made by General Foreman F. J. Hulsbrick. Crell had been in the service more than 21 years.

HOWARD ELLIOTT, EDITOR OF U. P. MAGAZINE, DIES

Howard Elliott, who for a number of years has been editor of the Union Pacific employees magazine, died at Los Angeles, January 1. Mr. Elliott had been in failing health for some time, but his death came as a shock to his many friends among railroad people throughout the West.

Young Railroaders Have Bright Future

By C. E. HARDY*
Pattern Maker Apprentice, Sacramento Shops

YOUNG men who are now engaged in railroading or contemplating entering the railroad work will find conditions very favorable for advancement to higher positions both in the clerical and mechanical field.

Railway officers are giving their backing and encouragement to the young men in their formation of clubs and societies, which have been or are being organized in most of the larger Southern Pacific shops. Among these clubs is the Sacramento General Shops Apprentice Club together with the Mechanical Society where questions relating to shop problems and mechanical problems are openly discussed. These discussions bring the apprentices together and promote good-fellowship as well as a better understanding of shop practices.

The railroads are looking to the younger men as prospective officers. In the past three years several young men who had just recently finished their apprenticeship with the Southern Pacific were promoted to minor foremanships, proving that the young man who is conscientious and ambitious will receive recognition.

In every branch of railway service the present officers and foremen will be replaced by men who are now preparing themselves for that particular position. Each young man should have some aim in sight which will not only serve as a stimulus but will make his work more interesting.

The third annual younger railroad men's conference held recently at Pittsburgh, Pa., under auspices of the Railroad Y. M. C. A., accomplished much in stimulating the enthusiasm of the 238 delegates representing 46 railroads.

Young men of the Southern Pacific at this conference were W. B. Shaw, L. Bertolucci, E. J. Frichette, Walter A. Johnson and C. E. Hardy, apprentices at Sacramento shops, and T. J. Lemhar, of the Pacific Fruit Express office at San Francisco. S. P. Ward, manager of clerical employment, was also present.

In conversation with officers of other railway clubs we received many suggestions which may prove useful in improving our Apprentice Club. From discussions with apprentices and apprentice instructors from other railroads we learned many facts about their apprentice systems, which information

*Mr. Hardy was elected second vice-president of the International Y.M.C.A. Transportation Board at the conference held recently in Pittsburgh, Pa.

mation caused us to be better pleased with the Southern Pacific plan.

During the conference we took an interesting trip through one of the large steel mills on the outskirts of Pittsburgh.

Following the conference several of our delegates took a trip through the Westinghouse Electric manufacturing plant at Pittsburgh, and thence through the large Pennsylvania Railroad shops at Altoona, Pennsylvania, after which they took a sight-seeing trip to New York City.

ALL DAY LUNCH CARS ARE POPULAR WITH PATRONS

Twenty-four in service and thirteen new coaches under construction at Sacramento testify to the success of the all-day lunch car, an innovation in railway catering introduced by Southern Pacific Lines and now to become standard on all through trains carrying day coaches and tourist cars.

Food is prepared and served from a "cabin" containing coffee urns, oven, gas plates, ice box and other compact conveniences. A shelf-like table clamping to the seat backs affords tables, or patrons may be served at the counter. The latest cars will have in addition two standard dining car tables accommodating eight persons.

The longest all-day lunch car run is from Oakland to Ogden, 778 miles, and the shortest Oakland to Sacramento, 59 miles. The lunch cars supplement, but do not take the place of standard dining cars. As the name indicates they are open for service at all hours.

DEATH CALLS TWO FOREMEN OF DISTRICT STORES

Death of two veteran foremen at West Oakland District Stores occurred recently. General Foreman Wm. Alvah Hunt died December 30 after a brief illness. He had been in the service of the Company 17 years and at the West Oakland Stores 14 years. He is survived by his wife and two children.

Robert Callahan, who had been foreman of Store No. 3 since 1913, died at his home in Oakland January 18. He was 47 years old and had been with the Company since 1907. He is survived by his wife, a daughter, Elaine, and son, Robert.

GIANT CRANE IN OAKLAND FOR HEAVY SHIPMENTS

For the purpose of handling heavy shipments a giant crane has been installed at the Company's Kirkham Street Freight Station in Oakland. The crane is one of the largest west of Chicago and was placed in service to provide ample facilities for the convenient shipment of shippers in the growing industrial section.

Employees Commended

"Raymond P. Fannett, ticket clerk at Glendale, is a total stranger to me, but his kind and courteous manner is a real credit to your company," wrote Dr. Henry Widdow of Altadena, Cal.

Agent A. N. Peters and his assistants at Clovis station are commended by P. Wickers of the Shoppers' Fruit Co. for their ever ready efficient and courteous service rendered during the recent fruit season.

Among the traffic representatives who have been commended for efficient services are: E. A. Hamilton, city ticket agent, Los Angeles; J. E. Richardson, ticket agent, Hollywood; C. D. Lafferty, traveling agent, Seattle; J. A. Griffin, chief clerk, Los Angeles; James Driscoll, passenger agent, San Francisco; Henry W. Bartisch, city passenger agent, Chicago; M. B. Barger, reservation agent, and Chas. R. Littler, advertising agent, Los Angeles.

"It is men of the caliber of D. J. Reader, dining car steward, who make McLaughlin friends for your company," wrote Lloyd Stuffer of Chicago, following a recent trip on the Golden State Limited.

"The men of the Shasta division are praised by J. H. Johnson, traveling man for his fine services. Mr. Marrett's standard of service, says Mr. Johnson, 'is of the highest type I have ever encountered. I have traveled on the Shasta division for the past twenty years.'

"The warm friendship and towns to smiles," is an enviable attribute, wrote J. J. Miller, DRPA at Klamath Falls, to W. J. Paul, conductor, following an incident when Mr. Paul's capable handling of a difficult situation and retained the friendship of a passenger, William Brasseur, of the Reno station, is commended by the federal control and intelligent consideration."

The congenial agent at Livingston, are commended by H. H. Peterson, contractor, for better recommendations on the favorable services received everywhere from Southern Pacific employees.

"Dining Car Steward S. T. C. Mathews and Walter Delmore Green extended every courtesy and help possible," wrote H. J. Pentecost who was suffering with an infected foot while traveling out of Tucumcari. Hot water was made available for Mr. Pentecost at all hours.

Southern Pacific employees "take care of those who are helpless," wrote Arthur W. Browne, of Mountain View commenting on the attention given Mr. Adolphe Wellman on a trip from Colton to Mountain View. Conductor H. Sullivan and other trainmen were "obliging and considerate" and Agent J. H. Agram of Mountain View was at the station late at night for the invalid lady.

Conductor Wm. H. Cromwell and Chief Dispatchers J. Day are commended by G. F. Williamson for the fine service given in handling a shipment of material and the T. H. Stark of Tucson, Ariz., and Leonard "Mike" Gross, of Eugene, Ore., stand out as two of the most efficient and courteous baggagemen on Southern Pacific Lines according to Arthur W. Bennett, traveling man.

"Kindly and intelligent attention forms an invaluable consideration," wrote Annette S. Stabler, "but I have found it in W. H. Bowers, assistant agent at the Glendale station."

Forty-seven passengers on the Golden State Limited recently commended the courteous and efficient services of Dining Car Steward A. J. Cohen and his crew.

Among the traffic department representatives who were commended for efficient service during the recent football season are: E. F. Ghormley, traveling agent, San Diego; W. J. B. Barger, Portland, Ore.; J. E. Richardson, traveling agent, Seattle; and the offices of L. L. Kelly, Champaign, Ill.; J. E. Richardson, Portland, Ore.; and J. H. McClure, Reno.

C. D. Mallory, agent at Riverside, is commended by C. B. Beeghly, "for his unfailing courtesy and hard work."

Paul E. Carneck, chief clerk in the General Agency Office at Cleveland, won some well earned praise for himself from Jesse Suransky when he overheard her discussing

PETERSON TAKES CHARGE AS DISTRICT AUDITOR

Centralizing of accounting work for the Coast, Western, East Bay Electric

and Steamer divisions, to meet the needs of the Oakland General Store has been effected through transfer of this work from the Shoppers' Fruit Co. to the operating department to the accounting department, under a district auditor.

The newly created district auditor's office, under M. Peterson, is located in Annex C to the General Office Building, formerly the San Francisco Ferry Post Office building. Accounting department employees of the four divisions and store are now located in the new office. The former division accountants have been placed in charge of various bureaus.

Mr. Peterson has been special accountant in the General Auditor's office since termination of federal control in March, 1920. He entered the service in July, 1905, as office boy and messenger in the Disbursements Accounts Office, holding several clerical positions in that office until May, 1912, when he was appointed traveling accountant. During federal control he was special accountant in the controller's office.

An error made in her routing and went out of his way to out the routing straight. Mr. and Mrs. Carneck were on a vacation trip at the time.

E. S. Sullivan, of the Los Angeles city office, has been commended by J. J. Jacobs of Sacramento, for his calm and efficient service in face of a "bombardment" for reservations.

"In all my time of shipping livestock this was the best run I ever had," wrote T. R. Hunter to H. J. Marker, agent at Dixon, following the delivery of five cars of cattle at the stockyards.

"I enjoy good food and it is always more enjoyable where well served, and you are serving both," wrote Mr. Carpenter of Reno, to Passenger Traffic Manager F. S. McCombs, praising the company's dining car service.

"I don't ever remember being served with greater courtesy and intelligence," wrote Mrs. E. M. Jennings of Berkeley, regarding the service of material received from J. G. Wicks of the Berkeley station.

Trainmaster M. L. Jennings and T. S. R. South, agent at Easton, Ore., are commended by the Crown Willamette Paper company for service given in taking care of wood shipments.

Mrs. Alma F. Woodline, wife of Los Angeles former district attorney, was greatly impressed with the services of Dining Car Steward E. Louisaque. The red journey home was made less fatiguing by his consideration," she wrote.

Southern Pacific employees have recently commented on the courteous and thoughtful services of the following: G. F. Symar, agent, Reno; W. A. Collins, A. Adelson and A. A. Acley, dining car stewards; Adolphus, of the Los Angeles General Agency; and traffic representatives L. B. Stevenson, San Jose; J. F. Koster and L. McKenzie, San Francisco; J. E. Richardson, San Diego; E. A. Thayer, H. G. Kinch, C. A. Brakeman, Los Angeles; and J. E. Richardson, district passenger agent, Los Angeles.

Southern Pacific Company, according to Mrs. Beatrice Woerner, San Francisco, has been taken out of the "distant corner" of the "distant corner" and is a "friendly institution." Mrs. Woerner's letter expressed appreciation for the courteous handling of a friend matter.

Distinguishing Service

B. F. Winters, engineer, and H. Keith, fireman, Carriazo, voluntarily assisted to make up important freight train.

"I am thankful to the men of the Coast and L. K. Walker, conductors, Duran, voluntarily assisted, while off duty, in bracing tank truck of passenger train, reducing delay to a minimum."

Otto H. Nelson, clerk-warehouseman, Sutterlin, is commended for extraordinary attention paid patrons.

Robert L. Travis, engine crew dispatcher, Brooklyn, drove crew in automobile to relieve crew tired up on 16 hour law.

H. Simonsen, conductor, Newberg, is commended for voluntarily billing cars and preparing bills while off duty, avoiding delay to shipments.

M. Blevins, car clerk, Grants Pass, is commended for attention and courteous passenger and small child.

H. Hanburg, E. McManus, C. G. Rubbert, A. Nissen, A. B. Kleir, C. V. Brundiger, T. Boschard, W. G. Watts and H. Orbell, coast division, are commended by Superintendent F. M. Worthington for extraordinary attention to duties.

F. R. Eschwig, engineer, and J. Fackaa, fireman, Newirk, made repairs to their engine while on line, bringing train to terminal.

B. Perkins, engineer, and W. O. Daniel, fireman, Montana, voluntarily handled their train without fremen.

M. A. Watson and E. H. Bush, engineers, and C. A. Combs, engineer, are commended, Shasta division, voluntarily assisted in changing out rails, avoiding delay to train service.

E. Giacometti, section foreman, Chiloquin, are commended for telegraphing the company.

W. T. Crocker and J. L. Currow, service repairmen, Shasta division, are commended for valuable service rendered passenger train on line.

During federal control, F. B. Smith, engineer and H. D. Lamb, fireman, Okadale, voluntarily assisted, while off duty, in clearing crossing, riding ninety-nine refrigerator car train.

Seating conductor and C. A. Wampler, M. V. Dornedy and J. C. Banta, brakemen, Stockton, are commended for voluntarily unloading stock cars in an emergency.

W. J. Hadden, asst. warehouse foreman, Stockton, in looking over waybills of merchandise, arriving too late to be worked that day, found shipment of berries and notified asst. agent who arranged for transfer, avoiding 24 hour delay.

H. H. Bateman, engineer, B. C. Carr, fireman and J. S. Park, O. O. Hunsaker, J. I. Martin and W. E. Thomas, are commended, Portland division, voluntarily assisted in moving disabled engine to siding, avoiding delay to traffic.

C. F. Stuey, engineer and G. H. Wheeler, fireman, are commended for excellent manner in which they handled defective engine, bringing train to terminal.

J. P. Lister, conductor, and W. Thomas, E. F. Love and E. R. Goltra, brakemen, are commended for assistance in re-handling door on carload of machinery avoiding delay to shipment.

E. F. Priest, conductor, and L. W. Cook, L. L. Robertson and M. W. Neal, switchmen, are commended for assistance in voluntarily adjusting shifted loads at different times.

E. F. Priest, conductor, Rio Grande division, fired engine into terminal account fire, engine having expired for regular fire.

R. B. Ogilvie, W. A. Deputy and L. B. Packer, southern, Brookline, Ore., assisted shipper, although out of line of duty, in loading four carloads of cattle.

H. Enck, conductor, A. G. Garner, brakeman and Ray Grate, agent, Salmonberry, E. H. Hunsaker, in restoring telegraph service.

C. E. Hendryx, conductor, H. L. Sington, engine crew dispatcher, and C. H. Phelps, M. A. Burgoine and O. W. Schultz, are commended for assistance in establishing fire in box car and making repairs to high voltage power line.

Robert L. Travis, engine crew dispatcher, Rio Grande division, fired engine into terminal account fire, engine having expired for regular fire.

R. B. Ogilvie, W. A. Deputy and L. B. Packer, southern, Brookline, Ore., assisted shipper, although out of line of duty, in loading four carloads of cattle.

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A STORY FROM MYTHOLOGY WITH A MODERN MORAL

Ajax was one of the heroes of Greek mythology. When the Trojan war broke out he left his fruit store in Athens, dressed himself in a tunic, hat, vest and shin guards and performed feats of bravery. He had unusual skill in throwing the spear and also achieved some fame as a Mexican athlete. But in spite of his size, strength and courage, his home was empty. One day he committed the sacrilege of defying Jupiter's lightning and the shock of several million volts proved too much for him.

The modern Ajax wears store clothes instead of tin armor and travels in a gas buggy instead of a chariot, but his intelligence hasn't developed noticeably in several thousand years. He doesn't defy the lightning—people would think he was a nut if he did—but he does even more senseless things. One of his favorite outdoor sports is defying the Limited at the railroad crossing. When he hears the whistle of the approaching locomotive, it is a challenge to step on the gas. If a crossing bell is ringing he merely thinks that dinner is ready, if the gates are lowered, it adds to the sport.

If he gets across first, he slows down to watch the train go past. Time means nothing to him; he always has plenty to waste, except when he is at the crossing where he waits for his encounter with the train but sometimes he litters the right of way among accessories and pieces of plate glass. A train traveling at 60 miles an hour travels 88 feet in one second and a slight error in guessing distance may transform a driver into an Interstate Commerce Commission statistic.

The 1926 sport model Ajax hasn't changed much from the whiskered giant who tried to be a lightning rod. Defying the Limited is just as risky as defying the lightning.—Exchange.

LOCOMOTIVES ARE FEATURED ON PERSONAL CARDS

A novel personal and business card has been designed by D. L. Joslyn, draftsman and photographer at the Sacramento General Shops. On one side of the card Joslyn has printed pictures of Locomotives No. 55, type of the first engines built at the shops in 1873, and the 4328, type of the latest locomotive built at the shops. Descriptive data gives a comparison showing how locomotive construction has developed in the past fifty years.

Ajax has also printed a number of post cards in this manner and has mailed them to friends in this country and abroad. He is a member of an international historical locomotive society.

Judge: "When you work, what do you do?"

Hobo: "I'm an organist."

Judge: "Why, a man with such talent should never be out of a job."

Hobo: "My monkey died."—Exchange.

S. P. Music Clubs Plan Busy Season



Sacramento Shops quartet which has a fine reputation in music circles during the several years of its activity. Left to right: Nardella, machinist, second tenor; Wm. Trevarthan, sawmill man, baritone; H. J. Harter, section stockkeeper, first tenor; W. E. Thomas, foreman paint shops, bass.

ACTIVE season for the Southern Pacific employees' musical organization at Sacramento is now under way. The shop quartet made its appearance at a number of places during the holidays and the glee club has been reorganized.

This year the quartet observed the custom followed by the glee club during past years in singing at institutions and homes at Christmas.

The street furnished entertainment for the shop Christmas tree when about 200 shop men took part in the annual affair. A large tree was beautifully decorated by J. Martin and W. E. Thomas, the trimmings being loaned by one of the large department stores.

Each season the quartet is in great demand and already the organization has several engagements. On February 14, the club will join an excursion to the Weimer sanatorium and to Colfax where entertainment will be furnished the tubercular patients. A special train will handle the excursion from Sacramento, which is being sponsored by several lodges and clubs. The quartet is planning to assist their accompanist and director, Mrs. Henry Marvin, at a concert which will feature her own instrumental and vocal compositions. Also a concert will be given at the Letterman hospital in San Francisco soon.

The Southern Pacific glee club at Sacramento has been reorganized with W. E. Thomas as president, A. A. Ready, vice president, and H. J. Harter, secretary. Thirty members have joined the club, which will be under the direction of J. E. Weida, Apprentice boys at the shops will have their own glee club and as the members complete their apprenticeship they will join the adult glee club.

HEAVY CAR LOADING URGED BY LUMBER SHIPPER

A fine spirit of co-operation with the railroads is shown in a statement recently issued by A. J. Somerville of the Stout Lumber Company at North Bend, Ore., urging lumber shippers to load cars to the maximum.

"Now that we have not suffered from a car shortage for many months we have become lax," Mr. Somerville declares. "The shippers of the West should load cars to their rated capacity or the eastern railroads may discourage the West bound movement of their equipment when sufficient freight is offered adjacent to the 'home' rails. When this takes place the lumber shippers of the West may again face the embarrassments caused by shortage of cars."

"The greater the obstacle the more glory in overcoming it"—Moliere.

"The best time clock on earth is an incentive."—Ex.

After Reading Your Bulletin, Pass It Along

Recent Leaders in Fuel Oil Saving

The following engineers and firemen were awarded proficiency certificates for having attained the highest honors in fuel oil conservation during November, 1925:

SALT LAKE DIVISION

Engineers
C. C. Hewitt
J. A. Corbin
H. A. Kimmel
C. M. Anger
F. J. Hecox
H. J. Grubbs
J. S. Cottrell
D. C. McElmerett
H. Ward
G. L. Ware
E. J. P. Kowse
J. Furlong
W. W. Braden
A. C. Highfield
L. N. Kane
F. J. Hecox
T. Shreve
C. E. Baum

Firemen
J. Vendrick
C. E. Maynard
W. C. Ferguson
A. A. Welch
L. J. Valver
L. J. Henry
J. S. Cottrell
J. C. Crowley
J. B. Blumstein
R. N. Courtney
A. D. Miller
W. J. Dyer
F. H. Foulman
P. E. Bohm

WESTERN DIVISION

E. H. Vedder
H. J. Wright
F. J. Powers
E. W. Reid
D. V. Kreigh
C. L. Erle
F. J. Noble
A. J. Mirko
M. J. Masey
J. J. Mezgar

SACRAMENTO DIVISION

J. B. Nide
W. A. Schuler
A. O. Rader
J. McEneaney
P. Walther
L. E. Van Alstine
H. M. Gorman
F. J. Gray
N. S. Young
F. A. Denny

PORTLAND DIVISION

W. H. Davis
V. J. Hall
H. N. Mooney
H. L. Simpson
F. J. Mason
W. R. Rizes
R. T. Driskill
C. G. Williams
R. F. Ryan
J. A. Zimmerman

STOCKTON DIVISION

F. M. Faris
L. Podesto
D. Bailey
W. W. Thompson
C. H. Sibley
C. E. Wale
C. M. Farley
D. Coughough
H. E. Conger
E. C. Cushing

COAST DIVISION

L. F. Christian
W. W. Rucker
H. Blaine
A. S. Brown
R. Johnson
D. Porter
B. R. Simpson
D. Sibley
D. Courtmarsh
C. G. Elder

SA JOAQUIN DIVISION

A. S. Binat
E. Bishop
J. J. Hoye
A. S. Stramler
A. E. Jones
C. B. Namand
C. A. Fuller
W. A. A. R. Stripe
J. G. Hancock

LOS ANGELES DIVISION

F. J. Schickler
W. E. Stoerner
G. B. Lardner

Engineers

J. W. Reinhardt
C. H. Steele
C. H. Myers
W. C. Mohan
H. Schuerman
F. J. Bryce
R. K. Ralston
O. F. Barto

TUCSON DIVISION

I. F. Robertson
J. W. Windram
M. H. Ingham
L. J. Falvey
J. F. Goodrich
M. E. Skilling
C. H. Kroeger
C. E. Stevenson
E. T. Dwyer

RIO GRANDE DIVISION

R. F. Faker
F. H. Foulman
W. W. Hunt
D. F. Eldridge
C. H. Foulman
H. B. Elledge
D. Ryan
D. C. Brock
A. J. Ramsey
F. Armstrong

NEW MEXICO DIVISION

W. W. McLean
T. D. Dingwall
C. A. Heath
E. J. Shula
E. Shields
A. A. Davis
R. C. Seamounts
F. J. Marner

Engineers

E. J. Jacobs
J. Harrison
J. B. Perkins
D. B. Cooksey

SHASTA DIVISION

C. B. Geer
C. B. Frizelle
H. K. Miller
R. K. Wilson
T. R. Skillington
J. G. Wilson
J. S. Hanna
H. J. Dunley
T. Shippey
J. W. Thornton

Firemen

R. S. Peterson
B. Holland
J. H. Hannan
A. Dixon

KELLY ENTERTAINS ALAMEDA SHOP- MEN: RADIO FILE ALSO ENJOYED

January 6 T. H. Kelly, painter foreman of West Alameda Shops, covered himself with glory at the annual dinner of supervisors organization by giving a splendid talk and demonstration with his harmonica. Kelly's friends were indeed surprised to discover that he can qualify as a musician.

During noon period of January 8, all electrical employees as well as all supervisors and office forces at West Alameda Shops enjoyed a moving picture characterization of radio from the elementary forms up to present super receiving and broadcasting stations. This was the possible thoroughgoing lecture of A. V. Thompson, sales manager of the General Electric Co., who personally gave constructive lecture in connection with the radio films.

The Lady—"I want a muff!"
Foreman: Certainly, madam. What fur?
The Lady: "What fur? To keep my 'ands warm, ye idiot."

Keen Interest Taken in Safety Work

EMPLOYEES on every division have taken keen interest during the year just closed in helping to prevent accidents. During this period 4,486 suggestions were made in promoting safety work, of which 3,248 or 72 per cent were approved by the safety committees. 803 did not have with approval, and 435 were still pending at the end of the year.

Portland division with 533 led in the number of suggestions offered. Sacramento General Shops and Stores led in their group with 476 suggestions.

Safety committees are composed of officers and employees; all of the principal division and shop officials and employees from each branch of the service. There is a safety committee on each division, in each general shop and at San Luis Obispo and Sparks

terminals. These committees meet monthly to correct unsafe conditions and practices and discuss ways and means of maintaining the highest degree of safety among employees in the operation of trains and steamers. Meetings are of the utmost importance as they bring together officers and employees, whose ideas are exchanged, discussed and formulated into such shape as to minimize the hazard of accident.

During the year 210 safety committee meetings were held, attended by 7,360 committeemen and visitors, 208 papers on accident prevention were presented to safety committeemen and reports received to the effect that 62,597 employees were talked to individually by safety committeemen on safety matters.

Full details are shown in the following statement:

	No. of Suggestions Made	Approved	Disapproved	Pending Total
Committee				
Portland Division	334	133	66	533
Sacramento General Shops and Stores	413	19	44	476
Los Angeles Division	217	54	20	330
Coast Division	168	51	49	268
Western Division	170	69	25	264
Rio Grande Division	153	7	24	180
Shasta Division	177	44	28	249
Stockton Division	180	39	24	243
El Paso General Shops and Stores	192	21	24	237
Sacramento Division	182	25	32	239
Salt Lake Division	128	14	11	153
San Joaquin Division	124	14	11	149
Salt Lake Division Terminal and Shop	143	23	14	180
Los Angeles General Shops and Stores	138	12	11	139
New Mexico Division	133	25	11	169
Tucson Division	132	13	17	162
Steamer Division	125	27	5	157
East Bay Electric Division	82	21	9	112
Coast Division Terminal and Shop	28	18	8	54
	3248	803	435	4486

Western Division

R. BRYANT
Oakland Pier Correspondent

The Timekeeping Bureau at Oakland Pier have made some rather hopeful wishes for 1926. Tom McAloney wishes all train crews would be tied up at San Jose. Ray Sanderson wishes all time inspectors will be sent to Siberia soon. Bill Williamson wishes he would be appointed tanner and cooper. Bill Kane wishes long skirts would come back in style. Buck Brenner wishes that No. 91 will soon carry a sleeper. Paul Rawlins hopes he will be out of time at least once a week. Tom Williams wishes he wouldn't have to argue so much. Jerry Garoutte wishes he will never be so foolish as to bet on California. Ed. Leinham wishes Pat Rudden will continue to serve Burracuda Fish on Fridays. Lloyd Kent wishes they would remove all the radiators. Lionel Carden wishes to enlarge his acquaintance among bootleggers. Bill Cooper wishes to live at the Y. M. C. A. Norman Chaput wishes women didn't work at the soon as he could get some light. Gene Kettel wishes that all railroads would drop in price. Ed. Smith wishes a commuter's train would run between Oakland and Denver. Charles Irving wishes they would move Mexican activities and etc. to Oakland. Earl Russell wishes he could give his permanent wave to some of his hair. Venne Mirko wishes Hyde would continue to give Keen Parties. Bob Rooney wishes to remain single and unhappy. Some one however says that Buzz Meeker say his only wish would ever be that Leighton's Lunch Counter would keep open 24 hours every day and he had a bed alongside the stove.

Violetta Mooney spent the holidays in Dunsuir.

Laurena Wyatt took a little trip to Oregon in hopes of seeing Santa Claus coming over the mountains with his sleigh. On her return to work she had a very disappointed look on her face as Santa was nowhere to be seen. Venne Mirko is now seeing Santa's time-keeper while Paul Rawlins is enjoying a new berth in the Guttering.

Wm. Thomas and Ed Elbery are back to work again after three months vacation. Ed. Elbery lets us know that all well in Washington D. C., while Mr. Thomas reports all O.K. in Merry Old England.

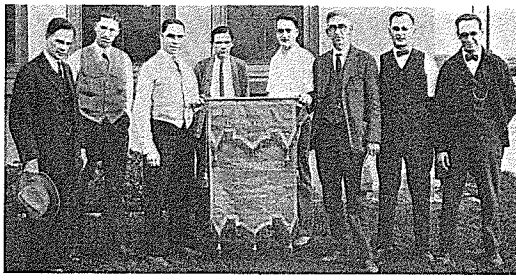
Our friend Jack Worthington, former secretary to P. R. Rowlands, has been transferred to secretary in President Spore's office. Jack wishes him success in his new position. In one of the bigger chaps some day.

Eugene C. Burt is displaying his new big G. D. Wright company as his secretary at Sulu.

The latest news is that the Accounting Department is going to have its headquarters at San Francisco and several of the interesting things commuters will see when the force start crossing the bay. Deck and other things will be fifteen cars of sea-gulls, most every morning. Chas. Harris may be seen near and about asleep except about 10 to 11 a.m. the other hand you can hardly blame him.

On the evening of January 12, Miss Naomi Hildebrand suffered a severe stroke, the result of a surprise birthday party at her home, attended by the Comptometer Bureau girls and other friends. A doctor was called and she was spent playing bridge and eating some extra home-made birthday cake. Don't worry, Naomi! Another year or so won't make any difference.

"What do you know about the glacial period?"
"All I know is that I once tried to court a Boston girl!"—Louisville Courier-Journal.



Trainmaster and yardmaster's office force of the San Diego & Arizona at San Diego with the banner awarded quarterly to the department making the best showings in business getting and promoting traffic. (Mr. Lamey's men are on the lookout for business at all times and through their courteous and efficient service have been instrumental in creating and holding much business. Left to right—A. Lamey, W. F. Goben, C. W. Robbins, Don Little, W. H. Hofmann, H. S. Fitzpatrick, A. A. Wyttenback and W. C. Blackman.

Stockton Division

By P. C. DOUGHTY
Supt's Office Stockton

At the end of the first half of the Commercial League schedule, the Stockton Division was in a position to assist with four wins and one loss. The game lost was the first one played and it is evident that the boys only needed a little bit of stride. The first game of the second half of the schedule was played January 13, the score being 16 to 11 in favor of the Southern Pacific, defeating the team that was responsible for our earlier defeat. Manager Healy is sure the team will cop first place in the second lap and also the pennant when the winners of the two divisions clash.

Cupid and stork are working overtime in the superintendent's office. H. Farado, pass and accident clerk, while taking his vacation during the Christmas holidays, paused at the office long enough to report the arrival of a fine son. It was also during the holiday period that Miss E. Jenkins, general stenographer, announced her engagement and proudly displayed a very beautiful ring.

The construction department, during the current month, will complete and turn over to the new extension of the Valley Spring branch from Valley Spring to Kentucky House. This road was constructed to serve the Calaveras Cement Company who are erecting a modern cement plant at Kentucky House and it is estimated that the average daily output will be fifteen cars of cement. Due to grades and curvature it will be necessary to establish helper service and a helper district is contemplated from Lodi to Kentucky House.

Freight and passenger traffic on the Stockton division was interrupted to a certain extent on January 3, due to the trestle at Need catching fire. The fire was determined to have been caused by the efforts of unknown parties to "smoke out" a swarm of bees and obtain the honey which had been accumulated. The estimated cost of damage for repairs to the trestle is \$300.

It is with deep regret that the death of Wm. R. Kelly, brakeman, is reported. Mr. Kelly was injured in an accident on the new Valley Spring extension on January 3, and passed away at the General Hospital January 4. Funeral services were conducted by the Masonic Lodge and interment was made at the Masonic cemetery, Colma, California.

D. R. Payne, passenger director at Tracy has returned to his former residence from an infected leg which necessitated his confinement in the General Hospital for some time.

Rumor has it that former correspondent, H. Richards, now superintendent's secretary

Coast Division

By MISS L. FERREIRA
Supt's Office - San Francisco

Amid much laughter and revelry, Jack G. Turner, of the Howing heard and partly form, played Santa Claus to the office force the day before Christmas. One of the main events was the presentation of the caged pet dog to Miss Ferreira. Tossing by the boys from Bayshore. We hear it made good.

And speaking of Christmas, we want to thank Jack Brennan for his thoughtfulness. The trees were dandy!

We offer congratulations to L. C. Gram, former trainmaster at Watsonville Junction, who has been promoted to assistant superintendent of the Portland Division. As we handled the moving of his household goods, we presume he's going North to stay.

The Accounting Department has left us to report under the supervision of M. Peterson, district auditor. From reports received, it seems that they are going to like their new home in Annex C on the Embarcadero, formerly the postoffice building.

The Tanning sisters, Florence and Josephine, have left on a three months sick leave for Phoenix, Arizona. We hope to have them back with us before long, healthier than ever and with the usual full quota of pep.

Basketballists seems to have taken the office force en masse. The boys have organized a team which shows signs of forthcoming honors, under the captaincy of Jamie O'Connell, the "Human Fly." In recent game with the girls' team, "Kewpie" Daly did some excellent playing, the only casualities being a sprained ankle and sprained fingers. Others in the boys' team are Harold Miller, Morris McCurdy, Harry Turner, Frank McChubb, John Keathley and Harold Brown.

The latest entry on Dan Capill's book of engagements are Miss Marie O'Brien, telephone operator, and Ronie Winkler, timekeeper. It is said that the time is going to be a busy month for several of our office force.

The Grim Reaper took a heavy toll on the Coast Division last month. To the families: John L. Hall, Bagman; Edmund R. Stone, Bagman; John Sullivan, Bagman; William E. Gordon, Bagman; John Keathley, Bagman; and H. J. Kolkman, checker, we offer our deepest sympathy.

on the Los Angeles division, will soon pay us a visit.

Phil Wilson spent Christmas with his family in Phoenix, Arizona, making the trip in car Stockton, which was recently overhauled and is now in good shape.

Mrs. E. Wedge, jumbo clerk at Tracy, is convalescing at the General Hospital.

Portland Division

By N. J. NORMILE
Supt's Office Correspondent

It is with deep regret that announcement is made of the death of Mark Montgomery, recently appointed agent at Corvallis, and who for the past eight years agent at Medford, Oregon. "Monty," as he was affectionately known by a host of friends among employees and patrons of the road, soon gained respect and affection. His passing brings a sense of personal loss and deep sorrow to all who have known him either in a social or business way. January 13 Mr. Montgomery began his duties at the usual hour, with no complaint as to feeling ill and at 9:45 a. m. suddenly announced his intention to return home. Ten minutes later, barely having arrived home, he quietly passed away after an attack of heart trouble.

Mr. Montgomery has been in the service of the Southern Pacific continuously since December 5, 1894, when he was appointed agent telegrapher at Astoria, Oregon.

Marriages—no announcements—are forthcoming from those whom we have long expected to step forward to the tune of Lohengrin's jazy two-step. However, the idea appears to be spreading rapidly and from Eugene comes the announcement of the wedding of Miss Grace Lawson of Portland and Wm. H. Gish, of the Ticket Office at Eugene.

To make things a bit more distinctive and start the new year right Mr. and Mrs. Cash were married January 1, 1926 and issued license No. 1 for the year 1926. The wedding ceremony took place at the First Presbyterian Church at Portland and a small honeymoon returned to their home in Eugene, where Mr. and Mrs. Cash were congratulated by the office employees and were presented with a beautiful silver tray.

A. B. Clancy, Portland-Roseburg passenger engineer, enjoys an interesting hobby during his leisure moments between runs. It has been brought to light that Clancy has unusual ability as a mechanic and has constructed a set of miniature marine engines which have attracted a great deal of attention while on exhibition at the Central Library at Portland.

Clancy's models are workable and to our knowledge the smallest known which function exactly as the original, of which it is a replica. The models are made of brass or compressed air and chug away in a business-like manner just like the grown ups. They are made with the same scale which would make them about 1-50th the size of the original. All bolts, studs and nuts were made to scale by Mr. Clancy, there being 217 in the larger engine alone.

The largest model is a triple expansion marine engine 1 1/2 inch, 1 1/2 inch bore x 1 inch stroke. This type of engine is used in large tugs and coastal steamers and is true working model. It is equipped with boiler feed and air pump which derive their movement from arms extending from the back of I. P. and L. P. crossheads. Crankshaft is fitted with counter balance weights. Piston rods and crossheads are machined from one piece of steel and are fitted with adjustable bearings for crosshead pins, although all bearings are adjustable except link ends of eccentric rods. H. P. valve is set with 320 lead I. P. and L. P. valve .015. All pistons are fitted with two rings, the former turned to a clearance of .015. This engine will attain a speed of 220 R. M. and develop 100 horsepower. Weight 12 pounds, length 8 inches and height 6 1/2 inches.

The smaller engine is a two cylinder compound 1/2 inch x 1/2 inch bore x 3/8 inch stroke. This type of marine engine is used in small tug boats and is complete in every detail. It is built of brass except valves, crankshaft and valve gear, the latter made from steel. On 10 pounds of steam this little model will attain a speed of 200 R. M. and develop 16-horsepower. Weight 5 pounds and height 3 1/2 inches.



Sacramento apprentice club basketball team which has been making a good showing in a local league and in games with neighboring teams. Front row, left to right—J. Dassen-ville and E. J. Frichette, guards; H. Clark, center and forward; F. Gooey, center; W. Hegland, guard. Back row—C. McDonald, guard; L. Bertolucci, manager; H. "Champs" Alloway, forward. Manager Bertolucci would like to arrange games with other teams.

JOSH GIFTS FEATURE BIG ANNUAL CHRISTMAS PARTY AT TUCSON

One hundred officers and employees attended the annual Christmas party of the Superintendent's Staff and clerks at Tucson December 24. The office had been fittingly decorated with pepper boughs, mistletoe and festooning, while a big Christmas tree occupied the center of the room.

Assistant Chief Clerk B. E. Berry acted as master of ceremonies. Chief Clerk H. A. MacLachlan being unable to be present. Mr. Berry opened the program by introducing Superintendent H. S. Fairbank, who welcomed the visitors, expressing his gratification at the spirit prevailing among the office employees.

Division engineer P. T. Robinson then sang a song entitled "I Won't Do It No More, or 'Jackie's Lament.' Another song followed, by Mrs. Caroline Bethel, personal record clerk, entitled "No More Mine at Night For Me" or "Robie's Nightmare."

At this juncture Santa Claus came down the chimney and distributed gifts to everyone present, assisted by Barney Wilson and Tom Hudspeth. Most of the gifts were enjoyed by the audience to a greater degree than by the recipient. Each person had to unwrap his or her present in plain sight immediately upon receiving it.

Santa had many letters and telegrams from the different ones, which were read. Each one present also received a stocking filled with candy and nuts and a candy cane. Trainmen's Timekeeper Leroy Magers was Santa.



A. W. Passell, passenger director at Central Station in Los Angeles, meets with many perfections during a day, but none more pleasing than this one. Little Jack Coverly all stumped the veteran train caller with questions, and they were not as foolish, either, as "at which window does the Lark come in?" The picture was taken by the Los Angeles Illustrated Daily News.

San Joaquin Division

By E. G. ROCHE
Bakersfield Correspondent

Our "Bachelor," about the only one left except Frank Kalbaugh, has had some very interesting experiences during the last month, in fact it is understood he is engaging in other business. At any rate he is in receipt of volumes of correspondence from Silver Fox Farm and I really believe Andy is trying to sell some of his cowboys a silver fox coat, or whatever they use silver foxes for.

Andy being a real confirmed bachelor, some of the boys were rather surprised the other day seeing him go down Baker Street with a "scooter." News comes to us that Andy turned in his old "tin can" that he laughingly called a "car" and was given \$100.00 to boot for this "scooter." It still remains a mystery as to what he is going to do with it, but Andy is not married and although we know him very well we do not know of any of his relatives having children of an age that would enjoy this mechanical nuisance. Anyway, giving him the benefit of the doubt, we believe Andy figures it takes less energy to run this scooter to work than it does to try to manipulate the engine on the old wagon on a cold morning.

"Punk" Meyerhoffer, strange as it may seem, is still doing out "insurance" and with each policy goes some little encouraging word to the recipient, such as "You'll never see a dollar of this."

Some of the old timers on the San Joaquin Division and those who were born in the San Joaquin will regret the rather sudden demise of Ah Sing, Chinese Gang Foreman, who has been with the company 47 years. That is, 47 years is as far back as the records show his employment. Sing was killed at Bakersfield January 3 after a short illness. Ah has been a fixture in the mechanical department at Bakersfield for many years and was known by practically everyone who ever worked into Bakersfield. His remains will be shipped to China for burial.

Among other celebrities with us during the controversy of this year was Mr. Veaco, traveling time inspector, who enjoys his motor car trips on the jawbones very much. In fact he expressed himself as being well pleased with getting the opportunity to take his little car to the climate, particularly on the N & C Branch where it is so warm, one does not need an overcoat. Mr. Veaco is a very nice fellow, all sorry Mr. Veaco has to return to the cold country to the north of us. We don't see the responsibility for the physical comfort of anyone asking Mr. Veaco about the warm weather on the N & C Branch.

Tucson Division

By LEROY MAGERS
Tucson Correspondent

M. V. Samuels, formerly connected with the freight office at Tucson, died in Tucson January 1 after undergoing a major operation. Mr. Samuels had been active in civic matters since retiring on pension several years ago. He leaves many friends in Tucson and on the Pacific Lines.

Chief Clerk H. A. MacLachlan was on his vacation and did not get to the Christmas party. His hearty laugh was missed at the undraining exercises of the various musical pieces presented as presents.

Ysidro R. Sandoval, section foreman at Amado, died January 5 after five days' illness with pneumonia.

Mr. Sandoval has been appointed assistant division engineer, relieving Assistant Division Engineer R. H. Epperson.

Mrs. R. H. Epperson presented Assistant Engineer R. H. Epperson with a belated Christmas present December 28. It's a fine big boy.

The many friends of Thos. W. Healy, former division examiner at the Tucson Division, were greatly shocked to learn of his death December 28 at Camaguey, Cuba. Mr. Healy was superintendent on the Cuba National Railway at the time of his death.

Instrumentman R. W. Stephens spent his vacation in the land of sunshine, where the slogan is "Midsummer Rays on Midwinter Days." Tucson.

Andy Collins and A. J. Koons of the Accounting Department were on their vacations, but returned in time for the Christmas celebration and to get their candy canes.

It's funny how one's viewpoint will change. Last summer I was on duty on the Cuba National Railway at the time of his death. Instrumentman R. W. Stephens spent his vacation in the land of sunshine, where the slogan is "Midsummer Rays on Midwinter Days." Tucson.

While there is very little cold weather in Tucson, with snow and ice almost unknown, a visit to the south yard where they have cleaning plant is interesting. It lead you to believe you were in the Arctic regions. Crews of 100 men are cleaning about 250 P. F. E. refers every day, preparing them for lettuce shipments from the Imperial Valley. Two trains of lettuce are being loaded on the division each day. Twenty-five cleaned refers are sent to the Imperial Valley for lettuce shipments from Mexico, which is now starting. As each car contains a ton or so of ice, it doesn't take long for a small mountain of it to accumulate.

The boys at the night office are exceedingly glad to know that Mr. Brown has finally conquered the Charleston.

Vic Biddle has called into the greatest adventure in life when he said, "I do," on the night of January 7. The boys presented the young couple with a beautiful set of silverware.

We only hope Frank Billings allows us to congratulate him some day in the near future. From the way Frank is doling up and polishing his fingernails we cannot tell what might happen.

R. J. Towers has returned to his desk after short spell of illness.

The fellow that said, "To Morrow's Car To Day," was certainly right, ask Mr. Hubbard, because we expect to see him driving one soon.

Local office boys believe in that slogan, "Every Day In Every Way I Am Gettingtin' Better and Better."

Nester C. Wong has just completed a dainty bit of art. Believe he calls it the office man's handy calendar. Nester is quite an artist and his calendar is a real find. He found that he made, will agree with us.

H. J. McCaffrey wonders whether he will be fortunate enough to see his old Mac when he stops off at Tucson next week. You know Mac and with such good friends, back in the day of 1912. Andy who wants an argument just mention anything about the native sons.



Recently elected officers of the employees' social club at Oden. Left to right—G. L. Snively, secretary; Frank J. Bartonek, treasurer; and R. T. Paine, general chairman.

VETERANS OF SOUTHERN PACIFIC WHO DIED DURING DECEMBER

Albert E. Pritchard, machinist, Sacramento shops, died December 1, 1925, at the age of 65 years, 5 months. He was retired December 1, 1923, after 36 years, 7 months service.

Louis A. Shane, molder, Sacramento shops, died December 6, 1925, at the age of 70 years, 1 month. He was retired February 1, 1916, after 43 years service.

John O'Neil, section foreman, Sacramento division, died December 8, 1925, at the age of 70 years, 1 month. He was retired September 1, 1916, with 42 years, 7 months service.

James Lee, foreman, Maintenance of Way Department, Los Angeles division, died December 12, 1925, at the age of 80 years, 5 months. He was retired April 1, 1914, with 33 years, 5 months service.

Joseph R. Daly, chief clerk, Property Bureau, general office, San Francisco, died December 20, 1925, at the age of 70 years, 3 months. He was retired August 1, 1923, with 31 years, 3 months service.

Thomas Stevenson, storekeeper, West Oakland General Store, died December 20, 1925, at the age of 78 years, 8 months. He was retired December 1, 1915, after 10 years, 1 month service.

Elias F. Sandelin, blacksmith, Western Division, died December 21, 1925, at the age of 67 years, 8 months. He was retired August 1, 1908, with 20 years, 3 months service.

Benjamin H. Burzo, locomotive engineer, Western Division, died December 22, 1925, at the age of 72 years, 2 months. He was retired July 1, 1918, with 30 years, 7 months service.

Lewis H. Nicholl, foreman, B. & B. Salt Lake division, died December 31, 1925 at the age of 75 years, 10 months. He was retired April 1, 1921, with 46 years, 11 months service.



Much interest is being taken in the series of bowling games between teams at Oden. Note in the month the treads had taken first place, but were being hard pressed for honors by the Lariks and Shastas. Edson, Paine, and McGowan are the leaders in the individual averages. The bowlers are, left to right, back row—R. T. Paine, D. A. Wynn, C. C. Hillis, and Edson. Front row—G. L. Snively, G. A. Chicketts, C. A. Montgomery, A. S. Folkman, Fur Wright, W. G. Droebeke and C. R. Dowdell.

After Reading Your Bulletin, Pass It Along

Los Angeles Division

By H. R. RICHARDS
Supt's Office Correspondent

Joe Hourigan, assistant head timekeeper, has returned from his little sojourn in the mountains and after killing all the "bars" and fishing all the fish he looks like the very picture of Rejuvenation. Joe received a beautiful Christmas card from the mountains. Joe Boyd, stenographer or secretary to the fuel oil bind in the Superintendent's office, celebrated his 25th birthday on his anniversary as did his friends. Wishing to show their regard, Mr. Boyd was simply deluged with a myriad of presents. There was only one flaw to mar a perfect day—the bachelors of the office could not agree as to whether or not it should have been a tin anniversary.

Head Yardmen's Timekeeper W. F. Howe is on a leave of absence and his place is being filled by Dick Tiernan. Charles Worth, who has been borrowed from station service, is acting assistant yardmen's timekeeper.

A familiar face appeared in the office one bright morning and it wasn't "Monty" Montgomery. He is now engaged in the eternal puzzle of the 551 for the Los Angeles Division and is a somewhat of a puzzle himself, everyone predicts a bright future for the young man. Monty left San Francisco for various reasons.

The friends of E. H. Willard, purchase bill clerk in the Accounting Department, were indeed sorry to learn of his going to the General Hospital at San Francisco recently. Willard had little argument with some insistent bandits shortly before Christmas with dire results to himself. Hurrah for the sage-brush and cactus and Gila monsters, etc. Miss Mildred Hutchinson, who has been working for the Southern Pacific in Houston is now engaged as stenographer with the remainder of the flowers in the steno pool.

The M. V. Department has been hard hit by the loss of Jack Wiley, chief clerk of that department, but recently returned from the General Hospital at San Francisco recently. We learn with regret that General Foreman J. Caldwell of the M. V. Department is substituting Jack Wiley. He comes back in as good condition as Wiley did, we will have no complaint to make.

Johnson and Follock, store department clerks, made a little trip to Santa Barbara recently, presumably for business. However, it is rumored that the poor boys have "frayed nerves" (whatever that may be) and the balmy atmosphere of Santa Barbara was the only cure.

Little Irene was the village queen. She too she resigned supreme.

One of the most interesting of the famous trio, "Sally, Irene and Mary," but Irene of Stockton. In other words, Miss Irene Walcott. In the middle office, the position of stenographer to the chief clerk, the position of the chief clerk of the division was meteoric-like and the friends of "Little Irene" are glad to have her with us.



By G. L. SNIVELY
Sun't Office, Ogden, Correspondent

January 20 the four transportation brotherhoods gave their fourth annual ball at the Perthana. The spacious hall beautifully dec-

By F. BROWN
Sup't Office Correspondent

Miss Fring
bony Wheelwright, Janet
Wheelwright, Beatrice
Carr, Myrna Morsehead and Charlotte Griffin; Mesdames Carl Weaver, Leo Arnold, Dwight Chapman and Elmer Sullivan of Santa Monica, Calif.

The Herder—"Wool, ma'am."
The Girl—"Wool? Huh, I'll bet it's half cotton!"—Life.

By MISS L. ADELSON
Property Bureau, S. F. Room 641

S. S. Teacher: "Where do little boys go who fish on Sunday?"
Johnny: "Mendota's the best place."

By F. L. BRIGGS
Sup't Office Correspondent

Unusual alertness
was displayed by

By MISS L. ADELSON
Property Bureau, S. F. Room 641

S. S. Teacher: "Where do little boys go who fish on Sunday?"
Johnny: "Mendota's the best place."

Bulletin Correspondents
R. F. CHUMLEY MISS C. ADAM
Yard Office Freight Station

H. J. Clark, signalman, vice L. H. Roberts;
E. R. Brown, water service repairman, vice
A. T. Shattock.

Salt Lake Division: E. J. P. Rowse, engineer, vice W. S. Jones; W. Beveridge, conductor, vice C. A. Peterson; F. J. Blemenstein, fireman, vice H. L. Murphy; H. King, brakeman, vice J. E. West; E. C. Garner, yardman, vice Geo. Skinner; Bert I. New-

H. J. Clark, signalman, vice L. H. Roberts;
E. R. Brown, water service repairman, vice
A. T. Shattock.

Sacramento employees held t

Sacramento employes held their annual Christmas party with the usual large quota of merry-making.

After Reading Your Bulletin, Pass It Along

Los Angeles Shops

By G. D. FREY
Sup't Office Correspondent

Due to a reorganization the Accounting Department resumes responsibility for all accounting work. The office of L. O. Bachelder, chief clerk of the shops, has been separated, dividing the operating from the accounting work. L. O. Bachelder is chief clerk of the operating and C. T. Hughes, general shops accountant, of the accounting bureau.

For Scott, former B. O. clerk, who left the service some time ago, due to illness, was in for a minute the other day looking at the picture of health.

Our little smiling Antoinette Armbruster, former stenographer, is back with us during Miss Scott's absence. Stenographer to Master Car Repairer C. I. Walker.

Josephine Lane, comptometer operator, is also a newcomer in the accounting department. L. A. Whitaker, well known timekeeper, is now interested in chickens, the feathered kind. Ask him to show you some of the government bulletins on raising poultry.

Everybody was glad to see Engineer R. G. Winkles, who is now on a leave of absence, when he was here from San Francisco recently.

Fireman L. W. Chircley, who was seriously injured in an auto accident near Lancaster, has been removed to the Company's hospital in San Francisco.

Fireman J. D. Marsh is the proud daddy of a 9-pound boy.

Engineer L. J. Malone has returned from the San Francisco hospital. He suffered the effects of a leg from a run over a street car July 25, 1924. We expect him on the right side of the coal soon.

Engineers J. W. Wickett, C. H. Myers, E. H. Lay, W. Matukewicz and Fireman D. Beatty laid off to go hunting. They didn't say what for, but if any one missed their turkeys the aforesaid might be interviewed.

Engineers W. Gerber and E. J. Christin had the pleasure of being "pinched" in Anaheim and when they returned to the shop told a new case as their case was dismissed (to they said).

Sympathy is extended to Engineer D. DeBuri whose wife died recently.

Fireman J. C. Florence returned to work after being called to his home in Texas on account of the illness of his mother who passed away a few hours before his arrival.

The General Shops baseball team, under the leadership of J. C. Hathaway, captain, and J. Hoffman, manager, defeated the Sunbeam nine with a score of 4 to 3 in their first game at Griffith Park.

The line-up: J. A. Smith, Vieth, F. A. Hathaway, pitchers; J. Hoffman, catcher; W. R. Welton, 1st; J. J. Juncos, 2nd; C. Nage, 3rd; W. Rosenthal, 3rd; P. D. O'Mullen, C. Grey, Krich, 4th; J. Smith, 5th; J. Juncos, 6th; J. Hoffman, 7th; J. Hoffman, 8th; J. Hoffman, 9th.

Fireman J. C. Scott, stenographer to Master Car Repairer C. I. Walker, was called to Washington, D. C., account of the illness of his mother.

The new 10-ton crane in the center of the machine shop has been installed and placed in charge of Craneman Ismael C. Guerrero.

Martha Van Houton, a pleasing young miss from Great Falls, Mont., has joined our happy family as a comptometer operator during the absence of Sally Garvey, who is away on account of illness.

An eight-pound thirteen-month baby girl is the present Frank A. Harvey, stenographer, received before Christmas.

Santa Claus was here pretty good to the girls around here from the display of rings, wrist watches and whatnots.

"I tell you that I won't have this room," protested the old lady to the bell boy who was conducting her. "I ain't got to pay no good money for no room with a mealy little foldin' bed in it. If you think that I ain't got no sense."

Profoundly disgusted, the boy cut her short. "Get in room. Get in. This ain't your room. This is the elevator—Your Building."

Portland Division Leads Business Getters

By JOHN F. MYERS

Chief, Solicitation Bureau, General Freight Office

PORTLAND division employees 'noised out' Los Angeles in the race for the business getting trophy during the last quarter of the year and will now take possession of the silver plaque held for three months on the

Los Angeles division. Presentation of the trophy will probably be made at Portland early in February.

The record of business secured by Southern Pacific employees as reported monthly in The Bulletin shows, from the number of employees participating, how widespread has become their willingness to co-operate with the Freight and Passenger Traffic Departments to increase the Company's revenue.

Evidence of excellent work by employees is constantly coming to attention of the Traffic officers indicating that the matter was campaign is bearing fruit in other ways than increasing revenue; notably, a desire on their part to give patronage satisfaction in a new traffic factory service, and to report for correction, instances of poor service.

An incident which strikingly illustrates this attitude of watchfulness to protect the Company's interest came to attention recently. R. E. Glidden, yard man on the Coast Division, happened to overhear part of a conversation between two shippers, one of whom was complaining about lack of service given him at one of our stations on another division, as a result of which the shipper intended to route service goods through private cars then ready to move via a competitor's line. It did not come within the scope of the yard man's usual duties to straighten out this difficulty, but he made it his business, managed to get into conversation with the complaining shipper, and put up such a

good argument that he convinced him the trouble experienced was an isolated case and not a sample of every day dependable Southern Pacific service.

The net result was that the shipper moved via the Southern Pacific Lines and the attitude of the employee so impressed the shipper that he called the incident to the attention of the Traffic Department.

Investigation developed that the indifference to the complaint was on the part of a new employee who had not fully understood what was desired. Fortunately, the shipper's remark happened to be overheard by an employee who resented criticism of the company he works for and of which he considers himself a part.

Not only did he appoint himself a committee of one to see that the matter was straightened out but then and there secured the shipper's promise to route his business via our lines and a new traffic factory service, and to report for correction, instances of poor service.

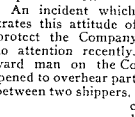
We have a regular force of trained traffic representatives whose entire time is devoted to selling Southern Pacific transportation but the effectiveness of their solicitation can be multiplied many times if more employees come to realize that in their daily contact with the public they can wield great influence in the Company's behalf. We all frequently come in contact with friends and neighbors who are contemplating trips, or through them hear of friends who expect to travel. A tip to good friends to go on promptly to your chief clerk or nearest traffic representative will probably get the business. Tips should be given in the same manner to the

Official Score Board

Division	Score	Total
Portland	42,012	121,438
Los Angeles	39,875	107,010
Shasta	13,050	81,400
Tucson	3,120	34,200
San Joaquin	21,010	32,485
Rio Grande	13,925	28,500
Western	20,912	20,912
Stockton	10,030	19,935
Sacramento	2,350	7,830
Gen. Office	4,600	6,336
East Bay Elec.	4,600	5,600
Salt Lake	3,840	5,460
Coast	3,773	4,967
New Mexico	1,525	2,350
Steamer	1,000	1,750



R. E. Glidden
Yardman, Bayshore



H. C. Kennedy
Crossing Watchman
East Bay Electric

He made it his business, managed to get into conversation with the complaining shipper, and put up such a



S. McConnell
Conductor, Roseburg

representative to follow up and secure it.

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Miss E. Averett
T'g. Messenger
Sup't Office, Ogden

Freight Department covering contemplated improvements, new buildings, etc., or the regular movement of commodities which come to your attention. All such tips will be immediately followed up and the business given employees for all business secured.

The contest in each division is now with the previous record of the same division. Returns made at the end of January will be made up and in the next number of the Bulletin the statement for January business will be published on the new basis. There is no reason why we should not make a very fine showing all over the system.

Some of the heavy point winners during December were: Luke Leroy, clerk, Los Angeles; Rex Brunnage, clerk, Portland; H. C. Kennedy, crossing watchman, Oakland; Miss E. Averett, telegraph messenger, Ogden; C. Schab, clerk, Portland; J. V. Neary, clerk, El Centro; C. E. Jacobus, chief clerk, Oakland; C. B. Hill, car distributor, Roseburg; and Miss Mary Wilson, secretary, El Paso.

Following is a list of other recent active business getters:

Abbreviations in the following list: Int., Interline; J. L., local; T. T., round trip; LCL, less than carload; CL, carload; SRO, standing routing slip; S. S., special.

SUCCESSFUL PASSENGER TIPS
Western Division

Beach, Chas. S., chief clerk, 2RTInt. 2Int.
Coburn, W. J., yard clerk, 2Int. 2Int.
Diamond, E. A., yardman, 2RTInt. 2Int.
Dowdell, E. A., yardman, 2RTInt. 2Int.
Fletcher, John, piper, 2RTInt. 2Int.
Frost, Chas. E., engineer, 2RTInt. 2Int.
Kosler, C. B., inspector, 2RTInt. 2Int.
King, G., clerk, 2RTInt. 2Int.
Alkins, Margaret K., stenographer, 2RTInt. 2Int.
Murke, A. J., fireman, 2RTInt. 2Int.
Maguire, J. P., freight agent, 2RTInt. 2Int.
Mayrick, F. L., asst. chief clerk, 2RTInt. 2Int.
McFarland, J. E., timekeeper, 2RTInt. 2Int.
Mick, W. C., asst. engineer, 2RTInt. 2Int.
Prenville, M., foreman, 2RTInt. 2Int.
Pock, R. W., yardman, 2RTInt. 2Int.
Stranahan, C. A., yardman, 2RTInt. 2Int.

Amelton, W. C., conductor, El Paso, 1RTInt. 1RTInt.
Bishop, Carl, brakeman, Globe, 1Int. 1Int.
Biedke, Berla, sten. Globe, 1Int. 1Int.
Carlosa, Kathleen, sten. Globe, 1Int. 1Int.
J. R. rate clerk, Miami, 1Int. 1Int.
Veget, Henry, chm. clerk, Globe, 1Int. 1Int.
Woodward, J. B., operator, Miami, 2Lo. 2Lo.

Baker, L. F., sec. to C. T. A., 1RTInt. 1RTInt.
Baker, S., clerk, Santa Barbara, 1Int. 1Int.
Bole, Frank J., chm. clerk, Los Angeles, 1Int. 1Int.
Campbell, W. J., pass. brakeman, L. A., 2Int. 2Int.
Cole, C. L., bill clerk, San Pedro, 1RTInt. 1RTInt.
Crosby, J. J., chief service bureau, GFO, Los Angeles, 2Int. 2Int.

Donaldson, O. L., sec. in, Los Angeles 2Int. 2Int.
Donohue, J. W., freight in, Los Angeles 2Int. 2Int.
Edwards, L. S., asst. chief clerk, 2Int. 2Int.
Eckelheimer, F., clerk, GFO, L. A., 1Int. 1Int.
Frank, Agnes C., sten. GFO, L. A., 1Int. 1Int.
Haggard, Neal, clerk, L. A., 1Int. 1Int.
Hanson, H. B., asst. local frt. agt., L. A., 1Int. 1Int.
Krug, Geo., claim inspector, L. A., 2Int. 2Int.

Lerry, Luke, local frt. agt., L. A., 2Int. 2Int.
Littler, C. R., Los Angeles 2Int. 2Int.
Lohman, A. G., baggage checker, L. A., 1Int. 1Int.
Lund, J., foreman, Glendale, 1Int. 1Int.
McGuire, officer, San Pedro, 2Int. 2Int.
McNeill, E. T., chm. clerk, Glendale, 1Int. 1Int.
Moore, W. V., operator, Shosh. 2Int. 2Int.

Myers, G. M., clerk, GFO, L. A., 2Int. 2Int.
Pope, W. W., chm. clerk, Los Angeles, 1Int. 1Int.
Richards, H. D., sec. L. A., 1Int. 1Int.
Sloan, J. E., Santa Barbara, 1RTInt. 1RTInt.
Smith, G. H., clerk, Santa Ana, 2RTInt. 2RTInt.
Snyder, J. J., yardman, Glendale, 1Int. 1Int.
Stubbs, H. F., cashier, Oxnard, 4RTInt. 4RTInt.

Walters, H. B., dispatcher, Los Angeles 2Int. 2Int.
Fletcher, David, L. A., 2Int. 2Int.
Anderson, A. E., agt. Port. RTInt. 2RTInt.

Rio Grande New Mexico Divisions

Bulletin Correspondents
R. J. MANGUNO - L. T. WRIGHT

The El Paso Terminal forces held a get-together meeting in the yard office Christmas morning to greet St. Nick on his arrival. The Christmas tree was not a very large one but carried a lot of good wishes and distributed during the meeting.

The yard office recently underwent a few minor operations. What with several changes being done.

A fair bit of excitement prevailed for a few moments when the awning of the Ticket Office at El Paso was seen smoldering and emitting much smoke December 21. Rowell, Davis, Magruder and Roberts extinguishing the flames with much damage being done.

Mrs. Ethel M. Anderson, of the Stenographic Bureau, was promoted to secretary to Division Engineer H. E. Stansbury. Her place in the Bureau was filled by Mrs. Laura Dixon who has recently been working at the El Paso Shops.

Miss Lulu M. Donovan spent a few days in Douglas and Bisbee the latter part of November. She returns a very enjoyable trip.

There is a close relation existing between the Division Engineer's Office and the Assistant Superintendent's office. It is whispered about that one of the Assistant Engineers was seen several times promenadeing the Alamo, capital of the Territory.

All employees of the Division Engineer's Office are requested to send any documents, correspondence, etc., to the Correspondents care of Superintendent's Office, El Paso.

"TACKY PARTY" MAKES A HIT
The Social Club of the Superintendent's Office held its December meeting on the 19th in the form of a "Tacky Party."

The party was a success. The costumes, "Tas" and "Mas" Brimmer and "daughter" Doris Lindeman were right from the farm. Doris showed by her semi-dapper costume that she had been reading the magazines some. A. J. Koons brought back Voisted days with his make-up and action. Roy and Mrs. Edwards cut quite a figure. We don't know what Ray Smith was supposed to be, but it was enough. Mrs. Smith was some Gypsy. There were others too numerous to mention but they were all there.

Through the courtesy of the Fisher Music Company, El Paso, the following musicians furnished the music for dancing. Refreshments were served during the evening. The committee consisted of: Geo. Hiron, chairman; Jewel Carlson and Korman.

Among those present were Messrs. and Mesdames Ray Smith, Roy Edwards, Leroy Mager, Ernest Davis, R. C. Denney, E. E. Brimmer and O. H. Robinson; Mesdames Carolyn, Jewel Carlson, Denise Randall, Misses Dorothy Kunsman, Doris Lindeman, Ella Jacobson, Florence Wilcox and Narrett. Also present were: Messrs. Randolph Cahillero, Norman Jacobson, M. M. McBride, Henry Gerwig, A. J. Koons and Henry Mathis.

"Who invented the hole in the doughnut?" "Oh, some fresh-air fend, I suppose!" The American Legion Weekly.

Hutton, P. M., clerk, Portland, 1RTInt. 1RTInt.
Green, D. L., gen. foreman, Portland, 2Lo. 2Lo.
Hollis, M. M., asst. frt. agt., Eugene, 1RTInt. 1RTInt.
Jesup, R. C., chm. clerk, Portland, 2RTInt. 2RTInt.
Kadlerly, H., TBM, Portland, 2RTInt. 2RTInt.
Carroll, Ernest, chm. clerk, Corvallis, 2RTInt. 2RTInt.
Lembke, J. F., frt. agt., Albany, 2RTInt. 2RTInt.
Lumbeck, John, clerk, Albany, 2RTInt. 2RTInt.
Moffit, J. C., chm. clerk, Portland, 2RTInt. 2RTInt.
Murray, Neal V., clerk, Portland, 2Int. 2Int.
Olson, H. D., TFA, Portland, 2RTInt. 2RTInt.
Rosen, B. C., chm. clerk, Albany, 2RTInt. 2RTInt.
Powers, A. C., agent, Moonlight 10000 Tick 10000 Tick
Richardson, E. A., clerk, Port., 2RTInt. 2RTInt.
Richardson, E. A., clerk, Port., 2RTInt. 2RTInt.
Snider, H. E., clerk, Roseburg, 2Int. 2Int.
Snooper, J. J., chm. clerk, Corvallis, 2RTInt. 2RTInt.
Still, C. O., tele. Albany, 2Int. 2Int.

Andrews, C. M., AGFA, Port. Ro., 2RTLo. 2RTLo.
Adell, R. R., clerk, Grants Pass, 1Lo. 1Lo.
Baker, C. B., gen. yardmaster, Salem, 2Lo. 2Lo.
Bunnage, Ren, clerk, Portland, 2RTLo. 2RTLo.
Burch, E. E., rate clerk, Salem, 1Int. 1Int.
Carroll, Ernest, chm. clerk, Corvallis, 2RTLo. 2RTLo.
Carr, H. V., frt. agt., McMinnville, 2RTLo. 2RTLo.
Lembke, J. F., frt. agt., Albany, 2RTLo. 2RTLo.
Christensen, N. E., Junction City, 1RTLo. 1RTLo.
Fritz, J. C., chm. clerk, Portland, 2RTLo. 2RTLo.
Cummings, J. W., clerk, Portland, 2RTLo. 2RTLo.
Dempsy, D. J., baggage agent, Albany, 2RTLo. 2RTLo.
Dick, George, bill clerk, Salem, 1Int. 1Int.
Dodd, J. C., chm. clerk, Corvallis, 2RTLo. 2RTLo.
Dooley, J. P., chief clerk, Albany, 1RTInt. 1RTInt.
Perree, S. B., pensioner, Portland, 2Lo. 2Lo.
Frederickson, A. J., clerk, Corvallis, 2RTLo. 2RTLo.
Harkson, Helen, regn. clerk, Brooklyn, 2RTLo. 2RTLo.

There is one boy in the general office building at El Paso whose life is full of ups and downs. It is "Bill" Price who runs the elevator. He is on duty all day long with a smile and a cheerful word for everyone.

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Tyson, R. H., tele. Woodburn.....Int.
 Urbank, A. S., tele. Drain.....4Lo.
 Van Duren, G. B., tele. Drain.....4Lo.
 Wade, A. A., clk. Marshfield.....2RTint.
 Walker, W. B., clk. Port. 24Lo.; 4RTLo.
 Nodden, D. J., sten. El Paso.....4Lo.

Cosden, E. M., clk. El Paso.....4Lo.
 Kyle, Miss E., stenographer, El Paso.....4RTint.
 Norwood, F. D., clk. El Paso.....4RTint.
 Eudman, Miss M., sten. El Paso.....4Lo.

Tucson Division

Buett, S. P., brakeman, Tucson Int.; 4RTint.
 Garry, E. B., conductor, Tucson.....4Lo.
 Dyess, J. S., tele. Polvo.....4Int.
 Gullen, Chas., pass. con. Tucson.....4Int.
 Hill, I. M., pass. brakeman, Phoenix.....4Lo.
 Jamieson, A. W., cashier, Phoenix, 3Lo.; 4Lo.
 Schuh, A., conductor, Tucson.....4RTint.
 Ward, C. F., pass. con. Tucson.....4Lo.

Welch, E. D., w. asst. foreman, Phoenix Int.
 Williams, W. H., asst. cashier, Phoenix 1Lo.
East Bay Electric Division

English, R. R., eng. supt.....4Int.
 Gutz, J. A., eng. supt.....4Int.
 Kaufman, G. S., car cleaner.....4Int.
 Kennedy, Hal C., crossing watchman.....4RTLo 3Int.

General Office

Anderson, Albin, clerk, 7Lo.; 7RTint.
 Baldwin, M. H., rate clerk.....4RTLo.
 Butler, Mrs. P. A., acct. dup. bureau, 4RTLo.
 Colcord, A. E., sten. 4Lo.
 Coleman, I. 4RTLo.
 Collins, T. H., Int. claims.....4RTint.
 Cravler, N. H., Int. claims.....4RTint.
 Erdin, Miss C. B., 3RTLo 4RTint 3Int.
 Flanagan, A. E., 4RTint.
 Fridley, H. C., chief.....4Lo.
 Gaynor, A. E., freight freight dep. 4Lo.
 Giffin, O. A., 4Lo.
 Greenway, N. H., chief clerk DC&HA, 2RTLo.
 Griffith, Lillian, musc. Fresno.....4Lo.
 Harrison, A. E., motive power dept., 4RTint.
 Heath, Earl.....4RTint.
 Hunrick, W. C., P. acct. Fresno.....4Lo.
 Linn, Lloyd L., 4Int.
 McInnis, Elizabeth, typist.....4RTint.
 Mulks, Frank, acct. to pres. Fresno.....4Lo.
 Nelson, H. P., 4RTLo.
 Newhouse, Jerry.....4Int.
 Nielsen, Edna A., acct. Fresno.....4Lo.
 Perle, M. A., 4RTLo.
 Peterson, C. E., 4RTLo.
 Shafer, L. R., chief clerk G. B., 4RTLo.
 Smith, H. B., steward, 4RTLo.

San Joaquin Division

Alexander, H., cashier, Visalia.....4RTint.
 Antrachi, S. L., bill clerk, Fresno.....4Lo.
 Bower, L. G., operator, Tranquility 6RTint.
 Bedford, A. S., engineer, Fresno.....4RTLo.
 Brackett, Anson, clerk, Selma.....4RTLo.
 Brechner, Vern, bill clerk, Fresno.....4Lo.
 Brown, H. H., whsmn, Kingsburg 4RTint.
 Cross, H. R., whsmn, Fresno.....4RTint.
 Daly, R. W., conductor, Fresno.....4RTLo.
 DeWeese, Dollie, steno. Fresno.....4RTint.
 Foss, Pearl, secretary, Fresno.....4RTint.
 Jaynes, J. W., conductor, Fresno.....4RTint.
 Johnston, L. F., Readley.....4RTLo; 2RTint.
 Kennedy, F. E., clk., Bakersfield.....4RTint.
 Knecht, H. P., cashier, Readley.....4RTint.
 Knott, H. H., operator, Dinuba.....4RTint.
 Lary, C. C., conductor, Visalia.....4RTint.
 Lasa, E. H., city clk., Fresno.....4Lo.
 McClelland, K. C., clerk, Sanger 3RTint. Int.
 Mills, R. P., cashier, Readley.....4RTint.
 Porter, W. F., cashier, Oden.....4Lo.
 Peters, A. N., operator, Clovis.....4Lo.
 Pugh, S. R., cashier, Kingsburg.....4RTint.
 Rath, C., operator, Kingsburg.....4RTint.
 Reeves, C. H., clerk, Delano.....4RTint.
 Rent, R. A., tele. operator, Delano.....4RTint.
 Schellenberger, Lester, Kingsburg.....4RTint.
 Shay, J. H., operator, Dinuba.....4RTint.
 Schumaker, Mr., operator, Pinedale.....4RTint.
 Spraker, H. E., operator, Sanger.....4RTint.

Salt Lake Division

Averett, E., tele. mess. Ogden.....4RTLo.
 Baronek, T. J., timekeeper, Ogden.....4RTLo.
 Checkette, G. A., asst. clk., Ogden.....4RTLo.
 Clifford, C., trucker, Sparks.....4RTint.
 Freeman, C. F., brakeman, Ogden.....4RTLo.
 Fry, Lola, steno. Salt Lake.....4RTLo.
 Hastings, Dan K., timekeeper, Ogden 4RTLo.
 Hewes, Roy, tele. Ogden.....4RTLo.
 Howe, H. H., pass brakeman, Ogden 4RTLo.
 Kingsford, D. A., clk., Ogden.....4RTLo.
 Knowles, R. G., clk., Ogden.....4RTLo.
 Purdy, O. G., engineer, Ogden.....4Lo.
 Ryan, A. J., supervising acct, Ogden 6RTLo.
 Snyder, A., Auditor, Ogden.....4RTLo.
 Stone, F. S., pass brakeman, Ogden 2RTLo.
 Taylor, J. S., head clk., Ogden.....4RTLo.
 Tomaciale, E. W., pass con., Ogden, 3RTLo.

Williams, G. C., chief clk., Salt Lake 2RTLo.
 Winter, Helen, asst. clk., Ogden.....4RTLo.
 Wynn, D. A., pass clk., Ogden.....4RTLo.
Steamer Division
 Day, L., clerk.....4RTint.
 Johnson, John V., chief engineer.....4RTint.
 Kerr, Mr., foreman.....4RTint.

Stockton Division

Brooks, W. L., watchman, Modesto 4RTint.
 DeCandia, C., matron, Stockton 4Lo 3RTLo.
 Fields, Al, steno., Modesto.....4RTLo 3Lo.
 Ford, C. K., operator, Lodi.....4Int.
 Grunwald, W. C., clerk, Stockton.....4RTint.
 Hagrave, J., clerk, Stockton.....4Int.
 Metsker, O. M., brakeman, Tracy.....4Lo.
 Nichols, E. A., operator, Stockton.....4RTint.
 Puhan, Theo., sec. foreman.....4Lo; 4RTint.

Coast Division

Carpenter, L. C., tele. Raz Robles 4RTLo.
 Honk, J., engineer, San Francisco.....4Int.
 Kemt, Frank, rec. clk., San Francisco.....4Int.
 Macbush, Geo., clk., San Jose.....4RTint.
 McDrew, M. A., engr., San Francisco.....4RTint.
 Morrison, M. R., engr. foreman.....4Int.
 Nichell, E. S., car ins., San Jose.....4Int.
 Schwartz, J. E., brakeman, S. F.....4RTint.

Sacramento Division

Chesley, W. A., clerk, Biggs.....4RTint.
 Duden, Ellsworth, clk., Biggs.....4RTint.
 Cascoigne, A. D., con. Willow.....4RTint.
 Coleman, G. A., con. Willow.....4RTint.
 McLean, W. B., brakeman, Sacramento.....4RTint.
 Mulford, C. M., engineer, Sacramento.....4RTint.
 Powers, E. E., foreman, Sac.....4RTint.
 Rodriguez, Condo, steno., Sac.....4RTint.
 Schad, Geo. C., clerk, Orland, 14 Lo 3RTLo.
 Turnbaugh, Ellis, watchman, Orland.....4RTint.

Shasta Division

Boswell, C. E., eng. 2Int.
 Carlton, W. E., suglfrmn, Dorris.....4Int.
 Coleman, G. A., opr., Hornbrook.....4Int.
 Coleman, G. A., clk., Shasta.....4Int.
 Fox, Cyrus T., clk., Anderson.....4Int.
 Fred, G. A., opr., Hill.....4Int.
 Griffith, R. O., clk., Dorris.....4Int.
 Mize, John, clk., Montague.....4Int.
 Peterson, O. F., opr., Mt. Shasta.....4Int.
 Tomson, C. O., diver, Chico.....4Int.
 Tuley, T. E., opr., Cottonwood.....4IntLoc.

SUCCESSFUL FREIGHT TIPS

Los Angeles Division

Adams, F. B., clk., Los Angeles.....4RTLo.
 Alberts, R. J., yd. clk., L. A.....4RTLo.
 Anderson, A. V., clk., San Pedro.....4RTLo.
 Bain, G. E., yd. clk., L. A.....4RTLo.
 Baldwin, J. M., yd. clk., L. A.....4RTLo.
 Baldwin, J. M., sta. L. A.....4RTLo.
 Bates, T. H., yd. clk., L. A.....4RTLo.
 Beaumont, K. O., opr., Covina.....4RTLo.
 Beck, P. C., yd. clk., L. A.....4RTLo.
 Beronzo, G. M., clk., yd. L. A.....4RTLo.
 Brazil, W. D., yd. clk., L. A.....4RTLo.
 Brooks, C. W., yd. clk., L. A.....4RTLo.
 Brooks, J. W., Long Beach.....4RTLo.
 Brown, M. L., yd. clk., L. A.....4RTLo.
 Browns, H. A., yd. clk., L. A.....4RTLo.
 Bunch, G. W., yd. clk., L. A.....4RTLo.
 Burns, R. D., yd. clk., L. A.....4RTLo.
 Carr, H. J., asst. clk., yd. L. A.....4RTLo.
 Cashore, H. B., clk., Burbank.....4RTLo.
 Coleman, J. P., yd. clk., L. A.....4RTLo.
 Coleman, A. V., yd. clk., L. A.....4RTLo.
 Combs, O. W., yd. clk., L. A.....4RTLo.
 Coyle, F. J., steno. clk., yd. L. A.....4RTLo.
 Cronc, W. L., clk., L.F.O., L. A.....4RTLo.
 Cross, D. C., clk., yd. L. A.....4RTLo.
 Cummings, J. N., clk., L.F.O., L. A.....4RTLo.
 Dixon, A. J., yd. clk., L. A.....4RTLo.
 Downey, C., yd. clk., L. A.....4RTLo.
 Doxy, Miss Lela, steno. clk., L. A.....4RTLo.
 Duncan, eng. frmn., L. A.....4RTLo.
 Ehardt, E. C., clk., Fillmore.....4RTLo.
 Ehardt, H. T., clk., Fillmore.....4RTLo.
 Ellis, E. M., yd. clk., L. A.....4RTLo.
 Fancett, R. P., clk., Glendale.....4RTLo.
 Galt, H. T., yd. clk., L. A.....4RTLo.
 Farin, G. N., yd. clk., L. A.....4RTLo.
 Flanagan, G. S., yd. clk., L. A.....4RTLo.
 Gay, E. B., yd. clk., L. A.....4RTLo.
 Girford, F. L., yd. clk., L. A.....4RTLo.
 Goble, H. D., clk., L. A.....4RTLo.
 Hanson, L. J., yd. clk., L. A.....4RTLo.
 Hanson, R. O., yd. clk., L. A.....4RTLo.
 Hays, F. C., yd. clk., L. A.....4RTLo.
 Haskell, G., clk., Pasadena.....4RTLo.
 Hayes, F. C., yd. clk., L. A.....4RTLo.
 Keller, W. D., clk., G.F.O., L. A.....4RTLo.
 Lester, S. G., clk., Brawley.....4RTLo.
 McGinty, E. J., yd. clk., L. A.....4RTLo.
 McGowan, W. F., clk., G.F.O., L. A.....4RTLo.

McPhaul, T. H., yd. clk., L. A.....4RTLo.
 Melchior, J. J., clk., Burbank.....4RTLo.
 Mobley, R. J., yd. clk., L. A.....4RTLo.
 Mobley, M. R., yd. clk., L. A.....4RTLo.
 Murdoch, H. R., yd. clk., L. A.....4RTLo.
 Myers, G. M., clk., G. O., L. A.....4RTLo.
 Neary, J. E., clk., El Centro.....4RTLo.
 Nieman, A. F., yd. clk., L. A.....4RTLo.
 Norman, A. F., yd. clk., Calexico.....4RTLo.
 Norman, A. F., yd. clk., L. A.....4RTLo.
 Page, J. W., clk., L. A.....4RTLo.
 Paul, C. W., yd. clk., L. A.....4RTLo.
 Pennington, L. F., yd. clk., L. A.....4RTLo.
 Price, E. F., clk., yd. L. A.....4RTLo.
 Pringle, W. C., yd. clk., L. A.....4RTLo.
 Salazar, J. P., clk., Riverside.....4RTLo.
 Schuster, R., yd. clk., L. A.....4RTLo.
 Smith, E. E., yd. clk., L. A.....4RTLo.
 Stevens, J. E., yd. clk., L. A.....4RTLo.
 Taylor, C. C., clk., L. A.....4RTLo.
 Taylor, C. F., asst. clk., yd. clk., L. A.....4RTLo.
 Temple, P. S., yd. clk., L. A.....4RTLo.
 Terrell, R. G., clk., L. A.....4RTLo.
 Thompson, W. H., clk., Warner.....4RTLo.

Coast Division

Brundage, F., switch eng. frmn., San Jose 10CL.
 Heyburn, J., asst. car distr., Hickman.....4RTLo.
 Isham, E., asst. ydmstr., San Jose.....4RTLo.
 Machado, G., int. bng. clk., San Jose.....4RTLo.
 Simpson, J. R., clk., Robles.....4RTLo.

Sacramento Division

Cole, E. C., clk., Chico.....4RTLo.
 Forney, E. C., clk., Chico.....4RTLo.
 Rodriguez, C., str. dept., Sac.....4RTLo.

San Joaquin Division

De Weese, E. E., clk., Fresno.....4RTLo.
 Douglas, M. A., opr., Visalia.....4RTLo.
 Ebner, M. W., clk., clk. rt. Fresno.....4RTLo.
 Fox, P. J., clk., Fresno.....4RTLo.
 Garland, J. A., wt. clk., Bakersfield.....4RTLo.
 Hill, R. A., opr., Porterville.....4RTLo.
 Jaynes, C. E., clk., Fresno.....4RTLo.
 Johnston, L. F., opr., Readley.....4RTLo.
 Misenheimer, B., clk., Hanford.....4RTLo.
 Wilcox, T. E., clk., Hanford.....4RTLo.

Western Division

Fothergill, W. A., opr., Pleasanton.....4RTLo.
 Galbraith, J. W., clk., Fresno.....4RTLo.
 Gidworth, W. J., clk., Suisun.....4RTLo.
 Grinnel, M., asst. clk. agt., Oakland 1CL.
 Harper, C. E., clk., Oakland.....4RTLo.
 Harris, B. K., yd. clk., Martinez.....4RTLo.
 Jacobus, C. E., clk., Martinez.....4RTLo.
 Sanders, Mrs. O. Y., steno., Oakland.....4RTLo.
 Server, L. C., opr., Hayward.....4RTLo.
 Sullivan, D. C., clk., Oakland.....4RTLo.
 Twaddle, C. E., opr., Hayward.....4RTLo.
 Wilcox, T. E., clk., Oakland 1CL.

Stockton Division

Applewood, C. J., opr., Merced.....4RTLo.
 Barts, J. C., clk., Merced.....4RTLo.
 Hansen, W. E., frmn.....4RTLo; 2CL; 2SRO.
 Tooms, J. V., opr., Madera.....4RTLo.

Baker, C. B., ydmstr., Salem.....4RTLo.
 Bradley, T. C., clk., Corvallis.....4RTLo.
 Carper, P. A., clk., Salem.....4RTLo.
 Catlow, C. E., clk., Pk. St. 1CL; 2CL.
 Cocker, A. T., clk., Mill City.....4RTLo.
 Doornbecker, W. B., whsm. frmn. 1CL; 2SRO.
 Dooley, J. F., clk., Albany.....4RTLo.
 Feigley, R. H., clk., Corvallis.....4RTLo.
 Galt, H. T., clk., Corvallis.....4RTLo.
 Green, D. L., gen. frmn., Pk. St.....4RTLo.
 Hawin, H. C., clk., Albany.....4RTLo.
 Howard, V., car distr., Portland.....4RTLo.
 McCashe, C. R., clk., Portland.....4RTLo.
 McConnell, S. M., condr., Roseburg.....4RTLo.
 Price, P. C., clk., Roseburg.....4RTLo.
 Richardson, S. C., clk., Marshfield.....4RTLo.
 Sanders, M. L., whsm. frmn., Albany.....4RTLo.
 Smith, D. C., clk., Portland 1CL.

Tucson Division

Dress, J. S., opr., Polvo.....4RTLo.
 Goodfellow, H. T., clk., Phoenix.....4RTLo.
 Harrington, A. J., clk., Phoenix.....4RTLo.
 Jamieson, A. W., clk., Phoenix.....4RTLo.
 Jener, W. C., clk., Phoenix.....4RTLo.
 Neal, C. E., clk., Phoenix.....4RTLo.
 Williams, W. H., asst. clk., Phoenix.....4RTLo.

New Orleans Division

Gafford, J. A., bd. clk., Dawson.....4RTLo.
 Carloss, Kathleen, Globe.....4RTLo.
 Darling, W. H., clk., Deming.....4RTLo.
 Dadd, R. C., clk., Miami.....4RTLo.
 Farnholz, H., clk., Globe.....4RTLo.
 Grove, L. R., chief clerk, Miami.....4RTLo.
 Hargis, R., frmn., Globe.....4RTLo.
 Mason, W., clk., Miami.....4RTLo.
 Vogi, H. C., clk., Miami.....4RTLo.
 Wilson, Mary, sec., AG rt. A, El Paso.....4RTLo.
 Wilson, O. R., clk., Globe.....4RTLo.
 Woodward, J. B., clk., Globe.....4RTLo.

Shasta Division

Griffith, R. A., clk., Dorris.....4RTLo.